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VOL. LXXXIII.—NO. 67 VICTORIA B. C WEDNESDAY FEBRUARY 21 1900 FORTY-SECOND YEAR



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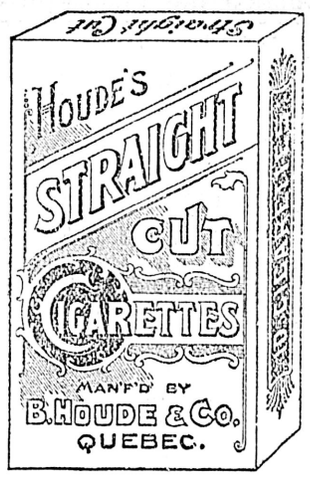
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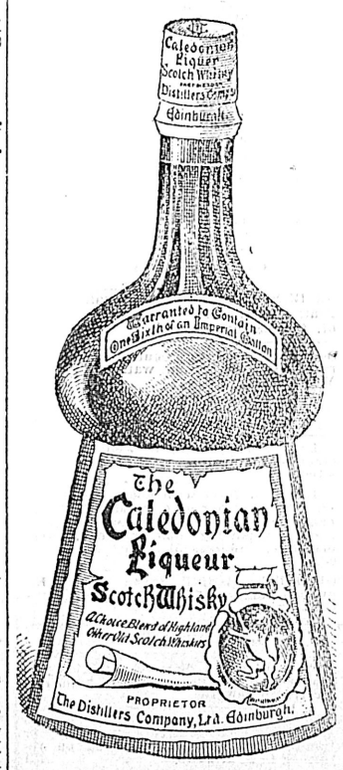
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On which both sides of the House are unanimous.

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Commons On Raid

Refusal of Committee on Suggested Complicity of Colonial Secretary.

Mr. Chamberlain Bitterly Resents Charges and Motive for Presentment.

Liberal Leader Scores Cecil Rhodes las Author of These Suspicions.

By Associated Press.

London, Feb. 20.—The House of Commons to-day was crowded everywhere when Mr. David Alfred Thomas, Liberal member for Merthier-Tydvil, rose to move the re-opening of the inquiry into the origin and circumstances of the Jameson raid. Mr. Thomas disclaimed any personal animosity against Mr. Chamberlain, the Secretary of State for the Colonies, but he continued, the inconclusive nature of the first inquiry had created widespread dissatisfaction, which, Mr. Thomas asserted, had deepened the indignation at the disclosures of the Continental newspapers, impunging the impartiality of the committee. Continuing, he said it was in the interests of the nation and the character and reputation of the House of Commons and Mr. Chamberlain that there should be a full and searching inquiry. Mr. Thomas further asserted that the previous inquiry was a farce and that the fresh facts adduced in the correspondence published by the Independence Belge were strong grounds for a fresh inquiry.

Mr. Samuel Thomas Evans, Liberal, seconded the motion. In so doing he argued that there were strong grounds for suspecting that the colonial office and Mr. Chamberlain had prior knowledge of the events leading up to the raid. It was a question whether the authors of the raid had sufficient power or influence to prevent a majority of the House of Commons from having the hope of getting a committee of inquiry appointed.

Here Mr. Chamberlain interjected: "I do not understand what the member means by the last sentence."

Mr. Evans replied that he thought everyone else in the house understood that the suggestion was that there were influences which might be worked to prevent the government from asking for the re-appointment of a committee.

Ministerial cries of "What influences?" followed these remarks.

Mr. Evans, proceeding said that if the investigations of the committee had been more exhaustive it might have arrived at a different conclusion. The conduct of Mr. Chamberlain, previous to the inquiry, aroused suspicions of complicity and ought to be explained, as ought also Mr. Chamberlain's extraordinary declarations after the inquiry that Mr. Rhodes' personal honor was not affected. He also said that a letter since published showed there was something to withhold.

Mr. Chamberlain, amid profound attention, said there was absolutely nothing in what had happened since 1897, which could possibly be raised as ground for a second inquiry. He proceeded to review the whole history of the committee and repeated his previous declaration, especially referring to the Hawkesley telegrams. Mr. Chamberlain ridiculed the grounds advanced for a new inquiry, and explained that Mr. Rhodes was charged with two distinct offences. He was accused first, of conspiring to bring about the raid, on which he was found guilty and condemned in the strongest terms by the committee. The Colonial Secretary blamed him as severely as anybody. The other charge was that he acted from sordid motives, with the object of promoting speculation and raising the values of his property. This was an abominable charge which should not have been made, and of which Mr. Rhodes was absolutely guiltless.

Another ground upon which an inquiry was asked, was on account of the "precious collection of documents" published by the Independence Belge, which had been offered for sale to various London papers, which "would not touch them with tongs,' and at last they found "a customer in a friend of the Boers, who contrived to transmit them to Dr. Leyds, who paid or promised to pay £100 sterling and they were then communicated to the Independence Belge. There was nothing in these documents, from first to last," said the Colonial Secretary, who then dissected most of the documents, pointing out that they afforded no grounds for charges against the colonial office. He then said: "If this matter had not been complicated by party men and personal animosities no man in this house would have said there was a shadow of ground for such an inquiry. The object of these personal attacks is to prevent me from participating in the Transvaal settlement." He further declared as to the telegrams exchanged between Mr. Rhodes and his agent, that they were sent confidentially and he returned them, saying he had no objection to their publication. Since June 6, 1896, he had not seen the telegrams, which were produced and examined by the committee. As to the letters, Mr. Chamberlain says they were stolen from Mr. Hawksley's desk and Dr. Leyds offered to pay £100 for them. They contained nothing unknown to the committee. Mr. Chamberlain further said that the hon. members opposite did not want an inquiry. "They want an execution," he said. "Let them do their worst; I am perfectly ready. I rest upon the good sense and generosity of the house and country. The attack will recoil upon those who made it." He confessed that at one time he felt bitterly against such insinuations, "which those repeating did not dare assert they believed, should be brought against me after 24 years' membership in the House of Commons." He was not hopeful that anything he or the house could say would silence his foreign critics, but no one in Great Britain for whose good opinion he cared would be affected by the charges. The manner of conducting the business

(Continued on Second Page.)

EFFECTS OF THE WAR.

It Has Made Imperial Unity More Than a Sentiment—Folk in England Never Doubted the Outcome.

Buffalo, N.Y., Feb. 19.—President Jno. G. Milburn, of the Pan-American exposition and generally acknowledged as a leader of the bar of this city, has returned after a five weeks' absence abroad. He spent three of these weeks in England, having been summoned there by the illness of Mrs. Milburn, who is spending the winter near their two sons at Oxford. In speaking of the attitude of the English people in the present war, Mr. Milburn says:

"I do not know that I ever felt such respect for people as was caused by the way in which the whole matter was taken by the people there.

"There was no attempt to belittle the reverse in South Africa. All you could see on any side was a quiet, grim determination that the matter should be carried through to a successful issue.

"Over and over again I heard it said by men that, harrowing as the experience was, they believed the results of the war in South Africa would be a lasting benefit. One reason named was the drawing together of the mother country and the colonies and the consciousness growing out of it, and an imperial unity. unity.

"There was little doubt the military authorities thought it was going to be a fairly easy matter, but the feeling that had grown up was, it is was a great event that men from the home army and men from Canada, New Zealand and Australia were all comprised in the same army and fighting side by side.

"What was most impressive was the utter absence of any attempt to minimize or explain away what had happened. From my observation there is simply an unlimited supply of men who have served in the Volunteers and who are anxious to go. There is not the least doubt that if the war takes 250,000 more men they can be had and that it will be carried through to a finish.

"There is no apprehension of European intervention with reference to South African matters. The only apprehension heard expressed at all was that Russia might take the opportunity to draw into closer relations with Afghanistan and near to the Indian frontier, but that was not felt very seriously.

"I do not think European intervention will be tolerated for a moment. Even if intervention was broached, England feels invincible with her fleet and the forces that could be raised and available for home defence. The general feeling among informed people is that there is a good understanding between the ruling powers in Germany and England that any such intervention shall be discountanced. There are strong indications, too, that after this experience, a thorough investigation of the military conditions of the Empire will be demanded and had and there will not only be a big increase of the regular fighting power, both naval and military, but they will be brought to the highest efficiency."

NOTES FROM THE CAPITAL.

Mr. Tarte Makes Exhibition to Commons—Three Additional Officers for Strathcona's Horse.

Ottawa, Feb. 20.—The house was engaged to-day in discussion of the pay of the contingents. Col. Prior delivered a capital speech.

Mr. Tarte gave his views and astonished the house by his pro-Boer proclivities. The Solicitor General's speech was in striking contrast.

Mr. Mulock said letters from South Africa will hereafter not be charged double postage.

R. L. Richardson was "thrown down" to-day by his fellow Liberals of the debates committee, who chose Champagne as chairman in place of Richardson.

A cablegram was received from Lord Strathcona to-night authorizing the appointment of three additional officers to the Strathcona Horse. They are required more particularly for the Maxim gun detachment.

Militia Ballot Not Feasible

Would Lead to Conscription and Be Intolerable to British Public.

Situation Does Not Justify Recent Hysterical Appeals by Rosebery.

By Associated Press.

London, Feb. 20.—The House of Lords, during the discussion of the motion of the Earl of Wemyss favoring an amended Militia Ballot Act, Lord Lansdowne said he thought it would be inexpedient to have recourse to the Militia Ballot except in the case of a complete failure of the voluntary system.

The Duke of Devonshire, lord president of the council, expressed a similar opinion, adding that the present emergency did not call for the "recent hysterical appeals" of Lord Rosebery for a mobilization of the fleet.

The Earl of Kimberley supported the contention of Lord Lansdowne.

Lord Rosebery, Lord Dunraven and Lord Northbrook with others supported the proposal of Lord Wemyss.

The Marquis of Salisbury opposed the motion. He said there was not the slightest chance of passing such a bill without angry and acrimonious debate, and without public discussion of those dangers to which Lord Rosebery thought the country exposed. He asked if the house thought this would be advantageous. "Suppose the bill were to pass," said the Premier, "and the ballot were to prove unsuccessful, it would give abroad an impression of defencelessness, thus adding to the many dangers enumerated by the noble lord (the Earl of Rosebery). If the ballot were introduced it would be impossible to stop short of conscription.

"It has been suggested that the ballot will have the effect of driving men into the ranks of the Volunteers. I rather suspect it would drive them to emigrate to the trans-Atlantic countries where their own language and religion prevail, and where there is no ballot of that sort to frighten them. I prefer not to run the risk of awaking unaccustomed emotions at a time when it is necessary that the nation should work in harmony."

The House of Lords rejected the motion of Lord Wemyss by a vote of 69 against 42.

MINISTER'S GOOD FORTUNE.

Business Reasons Cause Member of Opposition to Provide Him with a Seat.

Winnipeg, Feb. 20.—(Special.)—R. C. Ennis, Liberal member-elect for Beautiful Plains, has been compelled, for business reasons, to resign his seat. It is altogether likely that Mr. Davidson, the Provincial Treasurer, who is without a seat, will now obtain that for Beautiful Plains by acclamation as he was the defeated candidate at the recent election.

It is understood that the Manitoba legislature will be called for the despatch of business some day during the week beginning March 12.

CANADIAN MOUNTED RIFLES

Major Williams to Be Second to Colonel Evans in the Command.

Halifax Feb. 20.—Major Williams has been appointed second in command of the Mounted Rifles in addition to his present duties, Col. Evans assuming command. The troops leave Wednesday morning.

TO CURE A COLD IN ONE DAY.

Take Laxative Bromide Quinine Tablets. All druggists refund the money if it fails to cure. 25c. E. W. Grove's signature is on each box.

Buller Now Triumphs

Enemy in Full Retreat From Their Positions Along Tugela River.

British Again Occupy Colenso After Slight Resistance by Rear Guard.

Suggestion That Boers Unite Forces to Give Battle to Roberts.

By Associated Press.

London, Feb. 20.—The following despatch has been received at the war office from General Buller:

"Blow's Farm, Tuesday, Feb. 20, 4.20 p.m.—The Fusilier brigade yesterday took Hlangwana Hill, the right of the enemy's position, and commanding Colenso the rest of the force advancing towards the Tugela.

"This morning the enemy had withdrawn all the troops north of the Tugela and practically evacuated Colenso. To-day General Hart occupied Colenso after a very slight resistance by a weak rear guard and we hold the line of the Tugela on the south side from Colenso to Eagle's Nest.

"The enemy seem to be in full retreat and apparently are only holding the position they occupy across the Colenso-Ladysmith railway, where it is close to the angle of the Tugela, with a week rear guard.

"Hart's advanced guard is crossing at Colenso.

"Our casualties yesterday and to-day have, I hope, been but few."

FLIGHT OR FIGHT?

London, Feb. 21—Mr. Spencer Wilkinson, reviewing the military situation in the Morning Post to-day, says:

"The meaning of the position in Natal is that the Boers have sent the bulk of their forces to resist Lord Roberts.

"Gen. Buller's aim is to join Sir George White, and then either push on to Laing's Nek or to send back two divisions to reinforce Lord Roberts, retaining two in Natal to complete the recovery of the northern triangle.

"It is to be hoped that Lord Roberts will overcome Gen. Cronje before the latter is reinforced. Otherwise the British commander may find himself facing a Boer army equal in strength to his own, and all the Boers appear to be hurrying toward Cronje.

"The British commanders ought to soon be able to free both Natal and Cape Colony from the enemy. The actions now in progress are the decisive battles of the war, and every effort must be made to reinforce Lord Roberts."

ROYAL RESERVE BATTALIONS.

Invitation from Her Majesty for Old Soldiers to Serve a Year for Home Defence.

London, Feb. 20.—The Queen, through her private secretary, Sir Arthur John Bigge has sent the following letter to the Commander-in-Chief of the forces, Field Marshal Lord Wolseley:

"Osborne, Feb. 17.

"My Dear Lord Wolseley:

"As so large a proportion of the army is now in South Africa, the Queen fully realizes that necessary measures must be adopted for home defence. Her Majesty is advised that it would be possible to raise for a year an efficient force from her old soldiers who have already served as officers, non-commissioned officer, or privates, and confident in their devotion to their country and loyalty to her throne, the Queen appeals to them to serve her once more in place of those who, for a time, side by side with the peoples of her colonies are nobly resisting the invasion of her South African possessions. Her Majesty has signified her pleasure that these battalions shall be designated the Royal Reserve Battalions of her army."

DEATH BEFORE SURRENDER.

Twenty Australian Horsemen Caught in Trap Fight to Last Gasp.

London, Feb. 19.—A despatch to the Times from Naauwpoort, describing the retirement to Arundel, draws attention to the devotion of twenty men of the Victoria Mounted Rifles, who were caught in a trap and died to a man, fighting to their last breath.

The well known strengthening properties of Iron, combined with other tonics, and a most perfect nervine, are found in Carter's Little Liver Pills, which strengthen the nerves and body, and improve the blood and complexion.

DARDANELLE CIGARETTES.



Silver Tips and Plain. The Finest Egyptian Blend.

15c. Per Packet.

HARRY SALMON, The Corner

Pressing For Bloemfontein

Roberts Follows the Chase of Cronje and Nears Free State Capital.

Buller Thinks Raising of Siege at Hand—Cape Colony Deserted.

By Associated Press.

London, Feb. 21.—(4:15 a. m.)—The Boers are leaving all the positions held by them on British territory and are concentrating for the defence of their own. Sir Redvers Buller thinks they are about to raise the siege of Ladysmith, and this is the last news of the day.

Gen. Clements reports that the force confronting him has been greatly diminished. Ten thousand men are said to have gone from the Colesberg district alone. The Boers are also retracing their steps from Zululand.

Thus they are relaxing their hold on all sides in order to assemble to oppose Lord Roberts. He is pressing on steadily towards Bloemfontein. This is shown by his inconsequential telegram from Paardeberg, fifty or sixty miles away. Doubtless he is miles behind the column that is pursuing the Boers, and the next important news may be the occupation of Bloemfontein. Nothing has been heard from the chase of the Cronje force for two days.

Although the last words of the war office to-night were that there was no news for publication, there is a strong disposition to believe that favorable information has been received but is being withheld until the operations culminate in something more conclusive. There is an equally strong disposition to think that Gen. Cronje has got away.

Owing to the lack of transports, the British are not likely to invade Boer territory except where Lord Roberts is operating.

Gen. Buller will have to stop at the Drakensberg mountains. Probably a part of his 40,000 men will ultimately join the legions of Lord Roberts.

If, as Gen. Buller avers, the Boers are retreating from him, then the news on every side is favorable to the British. Nevertheless troops continue to go in.

The war office thinks that the call of veterans to rejoin their colors together with the bounty will bring 45,000 men to the home defence. The urgency with which home defence is pressed excites some wonder.

With the casualties just reported the British losses in killed, wounded and captured now aggregate 11,102.

The Japs Dit It.—They supplied us with the menthol contained in that wonderful D. & L. Menthol Plaster, which relieves instantly backache, headache, neuralgia, rheumatism and sciatica. Manufactured by the Davis & Lawrence Co., Lim.

ROBERTS TO THE BURGHERS.

British Government Not Disposed to Harshly Deal With Them for Their Rulers' Folly.

Capetown, Feb. 18.—Lord Roberts has issued a proclamation to the burghers of the Orange Free State, saying that he feels it his duty to make known to all the burghers the cause of the coming of the British, as well as to do all in his power to terminate the devastation caused by the war, and that he issues the proclamation in order that if the burghers should continue fighting they may not do so ignorantly, but with a full knowledge of their responsibility before God for the lives lost in the campaign. The proclamation goes on to say:

"The British government believes that wanton and unjustifiable invasion of British territory was not committed with the general approval of the people of the Free State, with whom the British government have lived in complete amity for so many years. It believes the responsibility to be wholly with the government of the Free State, acting not in the interests of the country, but under mischievous influence from without.

"Great Britain, therefore, wishes the people of the Free State to understand that she bears them no ill-will and that, so far as is compatible with the successful conduct of the war and the re-establishment of peace, she is anxious to preserve them from the evils brought upon them by the wrongful action of their government."

In conclusion Lord Roberts warns all burghers to desist from further acts of hostility towards Her Majesty's government and troops, and he gives directions regarding requisitions and complaints.

THE CAPTURED CONVOY.

Shelled All Day With Considerable Loss of Life Before Taken by Boers.

Cradock, Cape Colony, Feb. 20.—Details have arrived here with respect to the character of the British convoy captured by the Boers at Riet River. It appears that the wagons were laagered near the Drift and that the convoy was attacked by 1,800 Boers with four guns. The shelling continued all day.

One hundred and eighty wagons were captured, containing provisions and forage. Half the drivers and leaders were killed or are missing.

DOES THIS STRIKE YOU.

Muddy complexions, Nauseating breath from chronic constipation. Karl's Clover Root Tea is an absolute cure and has been sold for fifty years on an absolute guarantee. Price 25 cts. and 50 cts. All druggists.

BRABANT'S HORSE ENGAGED.

Fierce Affair in Northern Cape Colony—Boers Driven From Successive Positions.

Bird's River, Feb. 17.—Gen. Brabant's Horse, 2,000 strong, commenced the march from Penhook Thursday morning over a trackless veldt and through mountainous and difficult country. Early on Friday they were fired upon, and the firing continued all day and well into the night, the British clearing the Boers out of successive positions, under a terrific rifle fire lasting eight hours.

Towards midnight Friday the British forced the Boers at the point of the bayonet from their position, an important one overlooking Dordrecht.

An artillery duel was continued to-day.

The British casualties were eight killed, including Capt. Crallan and Lieut. Chandler, and eight wounded. The British captured some prisoners and a quantity of forage and provisions.

The Entrance To Kimberley

Signals of Approach of Relief Thought Too Good to Be True.

Sight of Provision Train the Most Welcome for Four Months.

Modder River, Feb. 19.—Although the miles off the signalling corps they interwas marked by a number of conflicts, his actual entry into Kimberley was unopposed.

When the British were still eight rapid march of Gen. French's division cepted a heliograph message from the beleaguered garrison to Modder River, saying: "The Boers are shelling the town." The advancing column replied: "This is Gen. French coming to the relief of Kimberley."

The garrison was incredulous and thought the message was a Boer ruse, and flashed the query: "What regiment are you?" The reply satisfied the defenders of Kimberley. Anxiously awaited succor was at hand, and a few hours later French at the head of a column made a triumphant entry into the place, the people surrounding the troops and intermingling with them, cheering wildly, grasping the soldiers' hands, waving flags, hats and handkerchiefs, and exhibiting in a hundred ways the intensity of their joy.

The inhabitants had been on short rations for some time, eating horse flesh and living in burrows under heaps of mine refuse. The diminishing rations had been served out daily at 11 o'clock in the market square, under the shell fire of the enemy, whose guns opened on the square whenever the inhabitants assembled. Throughout the siege Cecil Rhodes provided the natives with work and food, and thus kept them quiet.

The mules of the convoy bearing provisions for the relief column of the town, slowly winding its way across the plain in the direction of Kimberley, was the gladdest sight which had greeted the eyes of the besieged for four months.

Gen. French's march was so rapid and the heat so intense that many of his horses died of exhaustion. At the crossing from Modder river the Boers bolted, leaving their tents, guns, oxen, wagons and large quantities of ammunition in the hands of the British.

Moving northward the Boers again attempted to stem the advance, but French turned their flank and reached his goal with the insignificant losses of seven men killed and 35 wounded, during three days from Wednesday, February 14, to Friday, February 16.

After a night's rest at Kimberley, Gen. French's column pursued the Boers to Drontveld, surrounded the kopjes on which they were posted, and shelled them till nightfall, when the Boers fled, leaving many dead.

Gen. Cronje left a gun, his tents, food and clothes at Magersfontein.

NO BOERS IN SIGHT.

Kimberley, Feb. 18.—(By heliograph to Modder River, Feb. 19.—The country is all free around Kimberley. The Boers have evacuated Dronfield, Saltpan, Spytfontein and Scholtznek.

One of their 12-pounders with ammunition was captured, as was also their laager at Dronfield, which was abandoned on Friday night.

Rails are being laid to Modder River. Several herds of cattle have been captured. Cecil Rhodes is in excellent spirits.

RAIL CONNECTION.

Capetown, Feb. 19.—The repairs to the railway have sufficiently advanced to enable the despatch to-night of the first train to Kimberley, laden with coal. After that the military requirements will be the first consideration, second foodstuffs, and then passengers, the train for the last of which, it is anticipated, will start on Wednesday or Thursday.

CASUALTY LISTS.

London, Feb. 20.—The war office announces the casualties among the officers during the relief of Kimberley as follows:

Killed—Lieut. A. B. Heisketh, 16th Lancers; Lieut. the Hon. W. McClintock Bunbury, 2nd Dragoons.

Wounded—Capt. B. R. Gordon and Lieut. P. E. Brassey, 9th Lancers; Capt. C. E. Tuson, 16th Lancers; Lieutenants R. I. Fordyce and W. Long, 2nd Dragoons.

Cronje's Trek Bravely Made

Magersfontein Evacuated by Five Thousand Boers at Dawn of Friday.

Exposed to British Shell Fire and Harassed by the Mounted Infantry.

By Associated Press.

London, Feb. 21.—A correspondent of the Daily Chronicle, telegraphing Sunday, describes Gen. Cronje's retreat with the Boers at Magersfontein on learning of Gen. French's success.

Thursday at midnight, headed by Gen. Cronje, 5,000 Boers, with their heavy guns and ox wagons, evacuated Magersfontein. At dawn on Friday the retreating Boer army was seen from the British Naval gun station on Klip Drift kopje, trekking westward across the British front at a distance of 500 yards. Our guns opened upon them, and a force of mounted infantry, crossing the river, made a dashing charge in the attempt to cut off the head of the enemy's column. But in half an hour their whole force had gained shelter under a line of kopjes.

Meanwhile two of our batteries had come up, and with the Oxford Buffs, West Ridings and Gloucesters, with our infantry, crossed the Drift, and for three hours were engaged with the enemy. While our batteries shelled his position the mounted infantry kept hard at work.

Unable to withstand our galling fire, the enemy retired, disputing every inch of the way, and took up a second position on the kopjes to the eastward. It was a magnificent spectacle to see the Boer army at bay. Their rear guard, 2,000 strong, fought us while the main body trekked further east, and then brought their guns into action while the rear guard retired.

The action lasted most of the day. Our infantry fought splendidly, but the enemy held his ground under the continued bombardment.

Later on the Boer commander ventured on a bold stroke. Leaving 2,000 of his men under cover, he withdrew the rest from his main position and headed for Klip Kraal Drift, six miles to the east. This movement was soon discovered. Our mounted infantry came back across the Drift and marched along the south bank in an endeavor to head off the enemy. When we reached the neighborhood of Klip Kraal Drift, night had fallen and half the Boers were already across to the south side. Our mounted infantry harassed their movements.

Meanwhile the Boer rear guard having covered the crossing of the main body, retired slowly and successfully crossed the Drift. The rear guard fought desperately, and as it fell back to the river it was harassed on the flank and rear by the British.

Having thus passed the Modder under cover of darkness, the Boers trekked throughout the night in the direction of Bloemfontein. Gen. Kelly-Kenny with the Sixth Division then pursued them at daylight, Gen. Macdonald with the Highlanders following him. Macdonald reached Klip Kraal Drift by forced marches Sunday. Gen. Kelly-Kenny moving from Klip Kraal Drift was endeavoring to outflank the enemy and to cut them off from Bloemfontein, so as to drive them back into Gen. Macdonald's hands. When I left the front Gen. Kelly-Kenny had not come up with the enemy.

DO YOU KNOW

Consumption is preventable? Science has proven that, and also that neglect is suicidal. The worst cold or cough can be cured with Shiloh's Cough and Consumption Cure. Sold on positive guarantee for over fifty years. All druggists.

GENERAL HUTTON'S TRANSFER.

War Office Says He Has Long Been Anxious for Service in South Africa.

London, Feb. 20.—In the House of Commons to-day, replying to an inquiry as to the reasons for the resignation of Major-General Hutton, the commander of of the Canadian Militia, Sir George Wyndham, the parliamentary secretary for the war office, said that General Hutton had been given employment in South Africa for which he had long been anxious.

ALEX. MATHESON'S DEATH.

Toronto, Feb. 19.—Alex. Matheson, for many years editor and publisher of the Stratford Beacon, and from 1891 till last August superintendent of the deaf and dumb asylum at Belleville, died today at his residence in this city.

Every Druggist in the land sells Pain-Killer. The best liniment for sprains and bruises. The best remedy for cramps and colic. Avoid substitutes, there's but one Pain-Killer, Perry Davis'. 25c. and 50c.

HOW IS YOUR WIFE?

Has she lost her beauty? If so, Constipation, Indigestion, Sick Headache are the principal causes. Karl's Clover Root Tea has cured these ills for half a century. Price 25 cts. and 50 cts. Money refunded if results are not satisfactory. All druggists.

BOERS IN ENGLAND.

Leicester, Eng., Feb. 20.—The attempt to hold a "stop the war" meeting here to-night was a fiasco. Mr. Cronwright, husband of Olive Schreiner, was on the list of speakers. The proceedings broke up in disorder.

PACIFIC CABLE.

London, Feb. 20.—In answer to a question in the House of Commons to-day in regard to the Pacific cable, Mr. Chamberlain said that he understood that the deliberations of the committee who had the matter in charge would soon be completed.

THE CHANNEL SQUADRON.

London, Feb. 19.—It is announced that the Channel squadron, instead of going to Gibraltar, has been ordered to remain in British waters until March.

BROWN'S BRONCHIAL TROCHES For the Throat
The Public Speaker's Friend.
John I. Brown & Son, Boston.

Commons on The Raid

(Continued From First Page.)

of the committee and the closing of the inquiry, he declared, were both carried out as suggested by Sir Wm. Vernon Harcourt, who certainly did not desire to shield anyone in the colonial office. At the conclusion of his remarks, Mr. Chamberlain was heartily cheered by the Ministerialists.

Sir William Vernon Harcourt, who was a member of the parliamentary committee which inquired into the Jameson raid, followed Mr. Chamberlain. He said: "On the very face of it the former committee's report did not find that there had been a full inquiry, as indeed there had not been. The suspicions against the colonial office were not the work of political adversaries but rather of men who for their own objects stuck at nothing in the way of mendacity, forgery and fraud. The authors of these suspicions were the agents of Cecil Rhodes. They sought to assert the complicity of the colonial office to cover their own guilt. Dr. Jameson told Sir John Willoughby, a man of unquestioned honor, that the government was behind the raid and Dr. Jameson has not denied it."

Mr. Chamberlain—"Yes, he has."

Sir William Vernon Harcourt—"The insurrection was promoted by the foulest frauds. Was there ever anything so abominable as the Rhodes telegram to Jameson two days before the raid putting it into his mouth to lie about the objects of the raid? When the Colonial Secretary, after the raid, asked for an inspection of the telegrams, Hawksley wrote back that this was unnecessary as the Colonial Secretary knew all.

"Therefore, suspicions were set afloat by the agents of Rhodes, but then there was no suggestion that they were covered by the complicity of the colonial office. That is what I want to have shown up. I want the transactions of these men brought to light. Rhodes has deceived everybody. The raid was made by gold and lies."

Sir Henry Campbell-Bannerman, who defended the committee's proceedings, said he feared the speech of the Colonial Secretary would not tend to lessen public suspicion. He appealed to the government to allow the inquiry to be reopened, declaring that it would be a great relief to show to the world that the British government and people had no part in the "iniquitous folly of 1895."

Mr. Arthur J. Balfour, the government leader, stigmatized the motion of Mr. Thomas as "a personal attack on the Colonial Secretary, which will recoil on his own opponents."

The house rejected the motion to reopen the inquiry by a vote of 286 against 152.

ROBERTS NEEDS HORSES.

Fatigue of the March to Kimberley Too Much for the Cavalry Mounts.

London, Feb. 20.—The Standard's correspondent at Modder River, under the date of Sunday, February 18, wires as follows:

"The magnificent successes of the plan of campaign of Roberts must be ascribed in great part, after full credit has been given for careful and brilliant strategy, to extreme mobility of the newly organized forces employed, but this mobility has to be paid for. It involves a great expenditure in horses. Those of the Boers, for instance, are nearly finished. If we are to retain our advantage, there must be an unstinted drawing upon every possible source of supply throughout the Empire. Otherwise we shall soon be without enough horses of the suitable kind to furnish the necessary remounts.

"The infantry, under Lord Roberts, have done some marvellous marching, mostly at night. Their pluck and endurance have gone very far toward ensuring the safety and success of the cavalry operations."

TELL YOUR SISTER

A Beautiful Complexion is an impossibility without good pure blood, the sort that only exists in connection with good digestion, a healthy liver and bowels. Karl's Clover Root Tea acts directly on the bowels, liver and kidneys, keeping them in perfect health. Price 25 cts. and 50 cts. All druggists.

FOR SALE.

Victoria Flour and Rice Mill Property, including Machinery, Supplies, Wharf Rights, etc., etc.

For particulars and price, apply

H. M. GRAHAME

41 Government St., Victoria, B.C.

TO BUILDERS.

Tenders are asked by noon of Monday, February 26th, for building a house at Oak Bay.

The lowest or any tender not necessarily accepted.

S. MACLURE, Architect.

TUCKETT'S
Myrtle Cut
Full Flavored
TUCKETT'S
VERY MILD ORINOCO.
Choice Virginia Tobacco

NOTICE—Thirty days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for fishing purposes 160 acres of Land, described as follows:

Commencing at a stake marked J. A. Russell's N.E. Corner, about One Hundred yards above a point opposite North Pacific Cannery, North side Smith Island, thence West 40 chains, thence South 40 chains, thence East 40 chains, thence North 40 chains to stake of commencement.

J. A. RUSSELL.

January 23rd, 1900.

THE
Hickman-Tye Hardware Co.
Importers of LIMITED.
IRON, STEEL, HARDWARE, PIPE FITTINGS,
CUTLERY, GARDEN TOOLS, LAWN MOWERS AND RUBBER GOODS.
MINING AND MILLING SUPPLIES A SPECIALTY.
32 and 34 Yates Street, Victoria, B. C., Telephone 59
P. O. DRAWER 613.

NEW ADVERTISEMENTS.

CLASSIFIED ADVERTISEMENTS ONE Cent Per Word Per Insertion. Cash No Advertisement Inserted for Less Than Twenty-Five Cents.

WANTED.

WANTED—A general servant. Apply 25 Menzies street. f21

WANTED—A nicely furnished residence for spot cash. "J.B.," Colonist office. f20

WANTED—To purchase a good paying business. Principals only. "Business," Colonist office. f20

CAMERA—A first-class second-hand, quarter plate instrument, wanted. State cash price. "Camera," Colonist. f20

WANTED—A first-class saw mill man, to take charge of saw mill and logging camp. Apply to Victoria-Yukon Trading Company, Limited, Box 494, Victoria, B.C. f18

WANTED—$7,500 at 5 per cent. per annum. Security, best improved business property. Address Box 147, Post Office. f14

CASH for acceptable ideas; state if patented. Address The Patent Record, Baltimore, Md. d20

WANTED—Positions for two bandsmen of Fifth Regiment C.A. Apply to F. B. Gregory, Lt.-Col.

HAVE YOUR BOOTS AND SHOES repaired by C. Nangle, the prize boot and shoemaker; he don't charge credit prices. Repairing Depot, 56 Fort street.

YOU HAVE THE WRONG BOOK if you haven't THE AUTHENTIC LIFE OF D. L. MOODY by REV. J. WILBUR CHAPMAN, D.D. Rec. H. M. Wharton and other most intimate friends and co-workers of Mr. Moody say of Dr. Chapman: "Of all men in the world I should select you first to write the life of our dear friend, Mr. Moody." Hundreds of agents write us every day: "HAVE PROSPECTUS FOR ANOTHER LIFE OF MR. MOODY, BUT PREFER DR. CHAPMAN'S TO ANY OTHER; WILL TRANSFER ORDERS TO YOURS." MR MOODY'S SON WRITES DR. CHAPMAN: "I KNOW OF NO ONE WHO COULD WRITE WITH A BETTER APPRECIATION OF MY FATHER'S LIFE THAN YOU." Over 500 pages magnificently illustrated with exclusive photographs. IF YOU ARE WISE, you will send at once 2 cents to pay postage on FREE OUTFIT. HIGHEST COMMISSION; credit given; freight paid. JOHN C. WINSTON & CO., Bay and Richmond Streets, Toronto, Ont.

MISCELLANEOUS.

RAYMOND'S last grand circle of spirit manifestations Tuesday and Wednesday evenings; last two days. 90 Douglas street. f20

MRS. J. D. SINCLAIR (Nurse) has removed from 7 Amelia to 131 Fort street, where she will receive maternity and non-infectuous cases at her residence. Seattle and San Francisco papers please copy. f18

SHORTHAND SCHOOL—15 Broad street. Individual instruction in shorthand, typewriting, book-keeping. ja25

G. B. PARRY, Watch Maker, 23 Broad St., removed to 104 Fort St. ja24

FOR SALE.

FOR SALE—Well built 9-roomed house on Kingston street, with all modern conveniences, and stable, situated on the harbor. Price $4,000, payable $1,500 cash and balance on mortgage at 6 per cent., or $3,800 cash. Two one-storey 5-roomed cottages on Michigan street. Price $900 each. Water front lot on Kingston street, 60x165. Price $1,700.

A. W. MORE & CO., 86 Government St.

FOR SALE CHEAP—83 yards tapestry carpet, and stair carpet; 23 yards oilcloth; very fine coal heater; also 1 pair silk tapistry portieres, equal to new, only in use four months. Apply 180 Cook street. f21

FOR SALE—The steamer Alarm, 34 tons burden, fitted with fine compound engines. For particulars apply Wm. Turpel, Central Shipyard. f20

FOR SALE—Half-Jersey cow; calved this week. Apply to J. Smethurst, Burnside Road. f20

FOR SALE—One tug boat, also small power marine engines and boilers; 1 stationary gasoline engine. Particulars apply Post Office Box 143. f18

FOR SALE—A 17-roomed house, with cellar and lot, 66x81; 9 rooms furnished, fifteen occupied as housekeeping rooms; in desirable residential portion of the city, on car line. Terms cash. Apply Box 147, Post Office. f15

MATSQUI PRAIRIE—Fronting on Fraser river—244 acres cheap; two choice lots fruit trees, $300 each, Stanley avenue, Wm. Andean. ja14

FOR SALE—A fine gasoline launch, 35 ft. long by 6 ft. beam, with 12 h.p. motor; also a 8 h.p. gasoline marine engine; all in good working order. Apply at The Schaake Machine Works, New Westminster, B.C.

TO LET OR LEASE.

FOR RENT—Nice front room, suitable for gentleman, close in. $6 per month. Apply 67, Colonist office. f21

TO LET—House near Central school, six rooms, hot water and bath. Apply 270 Yates street. f21

TO LET—Furnished 4-roomed cottage. Apply 39 Princess avenue. f18

TO LET—From 15th April, well furnished, eight-roomed house. Apply 53 Michigan street. f7

TO RENT—A farm with good, hard-finished cottage of 6 rooms, outside buildings and small orchard. Convenient to school, steamboat landing and railroad. Rent moderate. Address 51 Vancouver street, city. ja26

FURNISHED HOUSE—Seven rooms; Esquimalt Road. Apply Mr. Hunt, Hunt's Cottages. ja11

LOST OR FOUND.

LOST—Gentleman's diamond necktie pin. Finder kindly return to Driard hotel and receive $5 reward. f21

LOST—A pair of gold eye-glasses, between Wharf and Charles streets, on Sunday or Monday last. Finder rewarded on returning to S. J. Pitts. f21

LOST—On the 11th February, between the Calvary Baptist church and Mears street, a gold brooch. Finder kindly return to 31 Mears street and receive reward. f21

PROPERTIES FOR SALE.

List of Properties by B. C. LAND & INVESTMENT AGENCY.

KINGSTON ST. Two-storey dwelling and lot 60x120, James Bay, for $1900. $300 cash, balance at 6 per cent. Apply 40 Government St. n11

CHATHAM ST. Cottage and double front lot, $1000. $100 cash and balance on time. This is cheaper than paying rent. Apply 40 Government St. n11

PARRY ST. James Bay. Four two-story dwellings, always let, producing $25 per month. Open to offer. Apply 40 Government St. n11

DALLAS ROAD AND MONTREAL ST. Bungalow and small two-storey house in rear, $2500. Easy terms. Apply 40 Government St. n11

FORT ST. Two-story dwelling, lot 60x120, well situated, $2500. Easy terms. Apply 40 Government St. n11

COOK ST. AND KINGS ROAD. Lots $250 to $400, small monthly payments, no interest. Fine chance to procure a home. Apply 40 Government St. n11

M'CLURE STREET. 5-roomed cottage and lot 72x120 for $1600. Easy terms. Apply 40 Government St. n11

COLLINSON ST. Running through to Beechy st., ½ lot. 5-roomed cottage $900. $200 cash, balance on time. Apply 40 Government St. n11

RITHET ST. Lot 45x130 and 5-roomed bungalow for $1400. $200 cash and balance on time. Apply 40 Government St. n11

FOURTH ST. 2½ acres. Has been under cultivation. Price $2000. $250 down, balance on time, with interest at 6 per cent. Apply 40 Government St. n11

WILKINSON RD. 12 acres, dwelling, barns, etc., all under cultivation, $3000. Easy terms. Apply 40 Government St. n11

DENMAN ISLAND—160 acres containing evidence of coal. $750; terms, apply 40 Government street. n22

KANE STREET. Lot and three houses, all rented, $3600. Easy terms. Apply 40 Government St. n11

BROAD AND PANDORA STS. Lot 60x120 open to offer on easy terms. Apply 40 Government St. n11

CADBORO BAY ROAD. 3½ acres, near Exhibition Buildings, $1050. Easy terms. Apply 40 Government St. n11

ST. LOUIS ST. House and lot open to offer. Easy terms. Apply 40 Government St. n11

RICHARDSON ST. Full lot and seven-roomed cottage, $2000. Easy terms. Apply 40 Government St. n11

HARRISON ST. Lot and nice cottage, $1750. $250 cash and balance at 6 per cent. Apply 40 Government St. n11

GOVERNMENT AND JOHN STREETS—Two lots; fine 2-storey dwelling; large new barn; cheap at $2,750; easy terms. Apply 40 Government street. n28

STRAWBERRY VALE. 42½ acres all fenced, 4 miles from city; principal portion under cultivation. Dwelling, barns, etc. $5000. $500 down, balance on time, interest 6 per cent. Apply 40 Government St. n11

FORT AND VIEW STS. Four lots, either together or single, open to offer on easy terms. Apply 40 Government St. n11

GOVERNMENT ST. Cor. Pembrook St. Two lots open to offer, sale or lease, on easy terms. Apply 40 Government St. n11

HUMBOLDT STREET. One lot, with water front, open to offer, sale or lease. Apply 40 Government St. n11

THE ARM. 1½ acres cleared, water front, fine site for bungalow; electric light, and water pipes running past premises. Whole amount of purchase money may remain on mortgage at 6 per cent. $3000. Apply 40 Government St. n11

SOMENOS DIST. 160 acres. Two miles from Station, $600. Terms, if necessary. Apply 40 Government St. n11

SAHTLAM DIST. 160 acres, near Duncans, 30 acres cleared. Trunk road and never-failing stream runs through property. $1000. Terms. Apply 40 Government St. n11

NORTH SAANICH. 350 acres. 70 acres under cultivation. Good soil, near sea. Strong evidence of coal on this land; $8000. Easy terms. Apply 40 Government St. n11

ESQUIMALT DISTRICT—Near Lagoon half mile from sea. 100 acres for $500. This is extremely cheap. Apply 40 Government street. n11

QUAMICHAN DIST. 220 acres. Three miles from Duncans Station. Good soil. Stream of water on this property. Suitable for milk ranch or fruit farm. Apply 40 Government St. n11

SOOKE. 317 acres; 80 acres under crop, fenced. Fine buildings. $15000. One of the best farms on the Island. Apply 40 Government St. n11

JORDAN MEADOWS. Fine farm, well stocked, for sale or lease. Terms on application at 40 Government St. n11

A WHOLE ISLAND. Off Sidney. 60 acres, two-story building, etc.; coal croppings. $1200. Apply 40 Government St. n11

ROSS BAY. 10 acres cleared, ready for cultivation; sea frontage. Open to offer. Apply 40 Government St. n11

ESQUIMALT ROAD. 2½ acres cleared and fenced, corner. $3500. Subdivided into town lots, this should sell well. Apply 40 Government St. n11

GORGE ROAD. Four acres and two-story dwelling with all modern conveniences. Fine view. Very suitable home. $12500. Terms. Apply 40 Government St. n11

JOHNSON STREET. Below Government, three-storey brick with basement, lot 60x120, easy terms. Price $40,000. All let. Apply 40 Government St.

COR. MENZIES AND NIAGARA STS. One acre, $3500. Easy terms. Apply 40 Government St.

$250. Cash and Eight annual payments of $250 each (with interest at 6 per cent.) will buy a dwelling and two lots on Bayn Street. Apply 40 Government St.

LADNERS LANDING—66 acres under drained and cultivated; two-storey dwelling, barns, orchard, etc.; price $9,000. Finest soil in the province, easy terms. Apply 40 Government street. d8

GOVERNMENT AND BAY STREETS—Store and dwelling: fine site for family grocer. Open to offer; easy terms. Apply 40 Government St. n13

PROPERTIES FOR SALE.

$1000. Cash and Twelve annual payments of $500 each, interest at 6 per cent. per annum, will purchase a full lot on principal street with three-storey building, modern conveniences, well adapted for private lodging house. Apply 40 Government St.

COR. LANGLEY & BROUGHTON STS.—Two lots, $10,000. Easy terms. Apply 40 Government St.

JOHNSON STREET—Above Douglas, lot 60x120, three-storey brick and basement 60x100, well located for Factory of any kind, only $10,000. Exceptionally easy terms. Apply 40 Government St.

CHATHAM ST. Near Cook Street. Lot 60x120. Cottage, 6 rooms, $1,100. Exceptionally easy terms. Apply 40 Government St.

OUTER WHARF. Three lots, with water frontage. Good location for factory or ship yard, $4,200. Easy terms. Apply 40 Government St. n11

NIAGARA ST. 1½ lots and two-storey dwelling, $1500. Exceptionally easy terms. Apply 40 Government St. n11

OAK BAY AVENUE. Just below Rockland Avenue. Four lots, $1,200, your own terms. Apply 40 Government St.

2½ ACRES. Near Jubilee Hospital, all cleared ready for plough, $1,500. Easy terms. Apply 40 Government St.

$250 CASH and Five annual installments of $500 (with interest at 6 per cent.) will buy two-storey house, with all modern conveniences, and lot 60x100 near Christ church. Apply 40 Government St.

COR. FORT AND VANCOUVER STS. Cottage and Two lots, $6,000, terms. Apply 40 Government St.

COR. YATES AND COOK STS. Two-storey dwelling, $3,500. $500 cash and balance at 6 per cent. Apply 40 Government St.

OAK BAY. Cottage and eight lots; high ground, facing the sea. Price $2,100; easy terms; monthly payments. Apply 40 Government St. n28

ROCKLAND AVENUE. Fine two-storey residence, one acre land, grand view, $6,500. Terms. Apply 40 Government St. ja. 18

BELCHER AVENUE. Handsome modern house, sewer, electric light, hot water heater, near Cook street. Price $5,500. Terms. We can recommend this to anyone wishing a comfortable house not too far from their place of business. Apply 40 Government St. ja18

COOK STREET. Corner of Chamber street; fine two-storey dwelling, one acre of ground, conservatory. $6,000. Easy terms. Apply 40 Government St. ja18

OAK BAY AVENUE. Four lots near Rockland avenue for $1,250, or will be sold separately at $350 each. Terms. Apply 40 Government St. ja18

VICTORIA ARM. Twenty acres, fenced and ready for cultivation, orchard, etc., $2,750. Very easy terms. Fine site for chicken ranch and fruit farm. Apply 40 Government St. ja18

100 MONTHLY PAYMENTS of $12.50 each will buy a nice five-roomed cottage, cor. of San Juan avenue and Niagara street. Apply 40 Government St. ja18

FIFTY DOLLARS CASH and small quarterly payments will purchase a store and dwelling combined at the cor. of Oswego and Coburg streets. Fine opening for a small store. Apply 40 Government St. ja18

$75 CASH and 100 monthly payments of $9.00 each will purchase a five-roomed house on Randell street, James Bay. Apply 40 Government St. This is cheaper than paying rent. ja18

STRAWBERRY VALE. Five-acre blocks, cheap. Payments to suit purchaser. Apply 40 Government St. ja18

FORT STREET. Part of the Haywood Estate. Just above Cook street. Fine building sites. Prices reasonable. Easy terms. Apply 40 Government St. ja18

VICTORIA WEST. Corner of Mary and Frederick streets, 2 lots for $800; handsome building site, fine view of the Straits. Easy terms. Apply 40 Government St. ja18

CRAIGFLOWER ROAD. Cornor lot and cottage of six rooms, bath, pantry, hot and cold water, electric light; ten minutes from car line; excellent situation. Only $1,600. One-half may remain on mortgage. Apply 40 Government St. f10

SPEED AVENUE. Two fine lots for $800. Easy terms. Apply 40 Government St. f10

A MODERN RESIDENCE with 18 acres of land, all under cultivation; beautiful garden; well stocked with fruit, flowers and shade trees; sea frontage; only ten minutes' walk from Fort St. car; or will be sold with smaller acreage. Apply B. C. Land & Investment Agency, 40 Government St. f14

Stores and offices to let in all parts of the city. Farms for sale in all parts of the Province. Call and see our list of properties for sale and to rent. B. C. LAND AND INVESTMENT AGENCY, 40 Government street.

VICTORIA ARM. 50 acres running through to the Colquitz River. Beautiful situation for a gentleman's residence. Price moderate. Terms exceptionally easy. Must be sold to close an estate. Apply 40 Government St. ff18

ESQUIMALT ROAD. Near the Canteen Grounds; handsome building sites. Houses in this neighborhood are always occupied and fetch good rents. Exceptionally easy terms. Low prices in order to effect immediate sale. Apply 40 Government St. f18

MONTREAL AND KINGSTON STS. Handsome building site, on monthly payments if necessary. Mortgagee will close at a substantial discount. Apply 40 Government St. f18

McPhee's Big Company.
A.O.U.W. HALL.
ONE WEEK AND SATURDAY MATINEE
TO-NIGHT.
Stricken Blind.
Seats on Sale at Lombard's Music Store. Prices 25c., 35c., 50c.

SHERIFF'S SALE.

In the Supreme Court of British Columbia

Between The Marion Steam Shovel Company, Plaintiff; and The Fort George Gold Dredging Company and The Pittsburg & Cariboo Gold Dredging Company, Defendants.

In obedience to a writ of fieri facias issued out of the Supreme Court of British Columbia, Yale Registry, at Kamloops, and to me directed in the above named suit for the sum of $3,420.76 and $7.00 for costs of execution, etc., and also interest on $3,420.76 at six per centum per annum from the 7th day of January, 1899, until payment; besides Sheriff's poundage, officer's fees, and all other legal incidental expenses, I have seized and, unless the said execution debt, interest and costs are sooner paid, will offer for sale by public auction, on Friday, the 16th day of March proximo, at Rich Bar, about four miles below Quesnelle, on Fraser River, the following described goods and chattels, or sufficient thereof to satisfy the said execution debt, interest and costs, that is to say:

A complete dredging plant, known as the "Youngs Dredge," and consisting of 1 scow 26x80x5 feet, 1 scow 16x72x4 feet, 2 boilers of 50 h.p. each, 1 double steam hoisting engine 8x10, 1 double steam wheel engine 10x12, 1 dynamo with fittings complete; 2,000 lineal feet of assorted steel cable, 650 lineal feet of 2-inch Manilla rope, about 600 lbs of bolts, nuts and steam fittings, a full outfit of machinists', blacksmiths' and carpenters' tools, a large quantity of tools and appliances used in operating the dredge, and other articles too numerous to mention; also a set of steam hoisting engines now stored at Quesnelle; also 6 Dredging Leaseholds, each comprising 5 miles of the bed of Fraser River, commencing at a point on said River about 5 miles above the mouth of Cottonwood River and extending thence up stream a distance of thirty miles.

JOHN STEVENSON, Sheriff of Cariboo.

Barkerville, B. C., February 6th, 1900.

AT ALL BARS AND RESTAURANTS
MARTELL'S THREE STAR BRANDY.
OF ALL WINE AND SPIRIT MERCHANTS

First Boat for Dawson.

The first-class river steamer

"SYBIL"

Now lying at Hootalinqua will leave for Dawson on the opening of navigation. For Freight and Passenger rates, apply to

W. A. WARD, Bank of Montreal Building.

Longshoremen On Strike

Pacific Coast Company Refuses a Change of Overseers at Vancouver.

Sixty Thousand Dollars for Roughriders—First Trip of Daylight Service.

From Our Own Correspondent.

Vancouver, Feb. 20.—There is a big strike on at the water front to-day. The Pacific Coast Steamship Company have not been satisfied with the prices and the methods of the 'longshoremen's union, and the superintendent of the steamship company getting word that a further concession would be asked of him in the matter of directing the men's work in the unloading of cargoes, he shipped by the steamship Queen 30 men from San Francisco, with the idea of smashing the union here. The Queen arrived at 9:30 last night, but when the non-union men saw the position of affairs here, they walked off the boat, the union in the meanwhile promising to pay their passage back to San Francisco. The sailors on the Queen were busy working from 1 to 6 a.m., but could only succeed in unloading one hatch. At this hour the Queen is still alongside the wharf, while crowds of the 'longshoremen are strolling in the vicinity of the steamer, and a squad of police is hovering near. At 9 o'clock to-night there was no change in the situation. Mr. Trowbridge, superintendent of the steamship company, arrived from Victoria on the Islander. He at once gave out that the company would not yield an inch, and that they were determined to have their own stevedore assign the work to the men. This was the only point at issue. It was not a question of wages or of the existence of the union. Mr. Trowbridge acknowledged that in Victoria they allowed the union to assign a delegate to direct the men's work, but the case was different there, and there was not the through freight to handle.

The Masons of Vancouver entertained the Blaine Masons at a banquet last evening.

The Islander, the new daylight Gulf ferry, reached here at 12:30 to-day. The Eastern train was 15 hours late on account of the snow.

Charles H. Cheasley, aged 72, died at Burnaby yesterday. Mr. Cheasley's wife is in Victoria.

There is no further news of the fate of G. E. Corbould.

At a meeting of citizens held yesterday it was decided to proceed with the organization of a roughrider corps by public subscription, provided the government at Victoria will subscribe $60,000 for the transportation of 100 men. Mr. Hamersley and Mayor Garden say that Attorney-General Henderson told them that the government would not contribute $100,000, but might a smaller sum.

PROSPECTIVE MINISTERS.

Gossip Reflecting Average Opinion of the Present Provincial Rulers.

According to present gossip of the lobbies, there is substantial reason for the outward docility of the ministers to their nominal supporters in hope of avoiding giving place to the opposition.

According to these rumors, cabinet reconstruction will be promised in return for an opportunity to go to the country. By this Mr. Cotton would become premier, with his portfolio of minister of finance. Premier Semlin, Mr. Hume and Mr. Henderson would retire. Mr. Semlin is reputed to have arranged to leave very shortly for England, where he will represent the province as Agent General. Mr. Gordon Hunter is spoken of as the choice for Attorney-General; while Mr. A. C. Wells is expected to receive the portfolio of lands and works, and Mr. Clifford that of mines.

A DANGEROUS ALLIANCE.

From the Sandon Mining Review.

If the miners' unions want to secure the sympathy of the people of the province, they must cut themselves loose from the Western Federation, whose chief prop is, by his own correspondence, proven to be a rebel to his own country. It is simply abominable for the people of this province to be told that the last dollar in the treasury of the Western Federation will be expended in buying into office in British Columbia a government to please the W. F. of M. This is what the Ymir union told the government in petition would be done. It appears to us that every Canadian with an ounce of manliness in his make-up ought to resent such insults in the most effective manner. It must not be supposed it is because it is an American institution that we speak this way. What we mean is that the legislation of any country should not be directed by the finances of any institution in any foreign country. Every country should be allowed to legislate internally uninfluenced by any outside agencies. The professional people of every province of Canada have associations to protect their members in their respective lines, and they command the respect of the people for so organizing. If the miners of B .C. would so organize the people would feel the organizations had some respect for the advancement of the country, and their influences would be directed accordingly.

Match at Seattle.—The James Bay basketball team leaves to-morrow morning for Seattle to play a match with the Y.M.C.A. team of that city. A return match will be played next month.

Those unhappy persons who suffer from nervousness and dyspepsia should use Carter's Little Nerve Pills, which are made expressly for sleepless, nervous, dyspeptic sufferers. Price 25 cents.

STRIKES IN CANADA.

Spoolers Close Montreal Cotton Mills—Brantford Moulders Go Out.

Brantford, Feb. 20.—The moulders at the Massey-Harris works here struck work this morning and 44 men are not working to-day. The union has not called out the rest of the men, but about 60 more will be out to-morrow.

Montreal, Feb. 20.—"In consequence of the spoolers refusing to work except at an advance from 22½ to 52½ per cent. these works will be closed until further notice." Such was the notice that greeted the employees of the Montreal Cotton Company on leaving work last evening. Two weeks ago the spoolers of the company struck for an increase on wages, and the strike spread till nearly all the rest of the mill's hands were out.

Sides Sore from a Hacking Cough.—Take Pyny-Pectoral, it will cure you quickly, no matter how bad the cold. Endorsed by thousands of Canadians. Sold throughout the land. Manufactured by the proprietors of Perry Davis' Pain-Killer.

ROBERTS ON THE MARCH.

Thirty Miles East of Jacobsdal on Monday Evening.

London, Feb. 20.—The war office has issue a despatch from Lord Roberts, the main importance of which is the fact that it is dated Paardeberg, 7.05 p.m., Monday. Paardeberg is 30 miles east of Jacobsdal.

The despatch announces that the railroad to Kimberley is open, and that Gen. Methuen will proceed there with reinforcements forthwith, and that large supplies will be forwarded to the town.

PLUMER TRIES TOO MUCH.

Little Party Suffer Severely in Attempt to Take Boer Big Gun.

Buluwayo, Monday, Feb. 12.—Col. Plumer sent Major Bird with 200 colonials to attempt the capture of the Boer 12-pounder on a kopje near Crocodile Pools. Major Bird met with such a terrific rifle fire and shell fire that he considered the position too strong and ordered a retirement.

The Hon. Col. F. White was slightly wounded. Major Striker was seriously wounded and 19 privates were wounded. Capt. Sampson French and nine men are missing.

AN OLD THEORY EXPLODED.

The old-fashioned theory of tearing down disease was entirely changed by the advent of Dr. A. W. Chase's Nerve Food, which cures by creating new rich blood and nerve tissue. Through the medium of the circulation and the nervous system they strengthen and invigorate every organ in the human body.

ESCAPED WITH SMALLPOX.

Young Woman From Illinois Quarantine Carries the Disease to Ontario.

Woodstock, Feb. 20.—Miss Anna Burkell, of Dixon, Ill, arrived in town last week and on Sunday was discovered to be suffering from the effects of smallpox. The health authorities were notified, and the house where the woman resided was isolated. The medical health officer at Dixon was telegraphed to, and replied stating that the young woman had had smallpox in that city, and had been under quarantine. The medical authorities are not alarmed, but all precautions have been taken to prevent the disease spreading.

There is no one article in the line of medicines that gives so large a return for the money as a good porous strengthening plaster, such as Carter's Smart Weed and Belladonna Backache Plasters.

UNDERGROUND AT MAFEKING.

Sumptuous Apartments in Bomb-Proof Caves—Police Sport a Piano.

London, Feb. 21.—A despatch to the Daily Mail from Mafeking, dated Friday, February 9, says: "All business here is being conducted underground. The resident commissioner has sumptuous apartments in a subterranean bomb-proof. The Cape Police have a large hall with a piano.

SLEPT TWO MONTHS.

Montreal, Feb. 20.—Eva Roch, the young girl who has been partially unconscious since Christmas Day, has regained perfect consciousness, and the doctors are of the opinion that she will recover.

If you chew tobacco chew the best. "Black Bass" Navy Chewing occupies that high position. It is a comparatively new brand, but it has already made hosts of friends by its great purity and flavor. Experienced chewers chose it. "Black Bass" Navy Chewing is Union made.

NOVA SCOTIA FINANCES.

Halifax, Feb. 20.—The financial statement for the province of Nova Scotia, issued to-day, shows a surplus of over $24,000. Among the items of revenue received was $319,150 from royalties on mines, the largest amount ever received from that source in the history of the province.

"Cleanliness is next to godliness." Dirt and depravity go hand in hand. This is just as true of the inside of the body as the outside. Constipation clogs the body and clouds the mind. Constipation means that corruption is breeding in the body, poisoning the blood with its foul enamations, befogging the brain with its tainted exhalations. Constipation is the beginning of more diseases than, perhaps, any other single disorder. The consequences of constipation are legion. Headache, pain in the side, shortness of breath, undue fullness after eating, coldness of the extremities, nervousness, indecision, lassitude, dizziness, sallowness, flatulence, and a score of other ailments are directly caused by constipation. Cure constipation and you cure its consequences. The quickest cure of this evil is obtained by the use of Dr. Pierce's Pleasant Pellets. They are small in size, but wonderful in result. They cure permanently. They contain no injurious ingredients. The use of them does not beget the "pill habit." Ask your druggist for them.

Sent 31 one-cent stamps, the expense of mailing and customs only, and receive Dr. Pierce's Common Sense Medical Adviser, in paper covers. This work contains 1008 pages and 700 illustrations. For 50 stamps it can be had in substantial cloth binding. Address Dr. R. V. Pierce, Buffalo, N.Y.

MARINE NOTES.

Steamer Tees Leaves this Morning for Skagway—Santa Clara from Honolulu.

Steamer Queen City left last night for West Coast ports.

The Tees will leave for Skagway at 11 o'clock this morning. She will go to Union to load coal for the north and to Vancouver to take on passengers and freight. Among her passengers were the following: L. Lewis, T. G. Wilson and party, Messrs. Frank Grahame, Fletcher, J. B. Charlson and party, H. C. Macauley and Messrs. Deacon, Barrett and Lucas.

The bark Santa Clara arrived at the quarantine station yesterday morning from Honolulu. She was brought in by the tug Wanderer. The Santa Clara is bound for Oyster Bay to load coal and it is expected that she will be detained at the quarantine station three or four days. Mr. R. Seabrook, of R. P. Rithet & Co., was a passenger on the Santa Clara from Honolulu. Mr. Seabrook has been spending a holiday on the islands, but on the outbreak of the bubonic plague he was unable to secure passage home by steamer.

The tug Wanderer has been kept on the rush for the last few days. She towed the Centennial to sea from Oyster Bay and then picked up the Santa Clara and took her to Clallam. Then she took the ship Eclipse and left her at Port Angeles. She then returned to Clallam and brought the Santa Clara to the quarantine station. The Wanderer afterwards left of the Cape as the operator there reported three barks and three three-masted schooners bound in.

The American liner St. Paul arrived at New York at 10.30 a.m. yesterday.

The Anchor liner Astoria arrived at New York at 11 a.m. yesterday.

BULLER'S BOMBARDMENT.

Boer Entrenchments Sustained Very Heavy Fire Just Before Evacuation.

Durban, Feb. 19.—There was continuous fighting yesterday from the British position on Gun hill and Hussar hill. The troops advanced from the former towards Monte Cristo.

There was a heavy bombardment with three 4.7-inch guns and the one hundred-pounder seige gun, supported by infantry, against the Boer position on Hlangwana hill, which adjoins Monte Cristo, and is regarded as the key to Groblers' Kloof.

The firing was particularly active from Hussar hill on the strong Boer entrenchments at the extreme end of Hlangwana hill. These entrenchments were strengthened with sandbags. The firing was still continued at six o'clock yesterday evening. During the day the gun Lady Randolph came on an armored train from the direction of Colenso.

It is reported that we have captured over 100 prisoners.

The naval guns knocked out the "Long Tom" on Hlangwana hill at the first shot, for which Gen. Buller especially complimented the gunners.

Hlangwana hill lies between two bends on the Tugela River. The Boers have erected a bridge between Hlangwana and the northern bank of the river.

INSPECTED BY THE QUEEN.

London, Feb. 20.—The Queen, prior to leaving Osborne House this morning on her return to Windsor, inspected the 4th Battalion of the Lincolnshire Militia. Her Majesty announced, with a gratified smile, that good news had been received this morning from the seat of war. Another account says the Queen specified that the good news was from Ladysmith.

A BOER PILLORIED.

Brantford, Feb. 20.—Because of his pro-Boer sympathies, an employee of the Massey-Harris Company was compelled to kneel on the British flag and apologize by his fellow-employees yesterday.

FATAL LAMP EXPLOSION.

Toronto, Feb. 20.—Mrs. Annie O'Donogue was probably fatally burned by the explosion of a coal oil lamp at an early hour this morning. The victim was coming down stairs when she tripped and fell with the lamp in her hand.

SHIPPING TO TRAIL.

Grand Forks, B.C., Feb. 20.—Fourteen carloads of ore from the B.C. mine, Summit camp, were shipped to the Trail smelter during the week ending yesterday.

MILLINERS ASSIGN.

Montreal, Feb. 19.—Wm. J. O'Malley & Co., wholesale millinery, have assigned at the instance of ex-Ald. Kinsell, for the sum of $50,000.

"THE PEOPLE'S JIMMY."

Montreal, Feb. 20.—The Hon. James McShane has been appointed harbor master of this port.

B. C. POTTERY CO., Ld.

Cor. Broad and Pandora Sts.

P. O. Box 236 - Victoria, B. C.

Manufacturers of vitrified, salt-glazed sewer pipe and sanitary fittings, flower pots, agricultural drain tile, fire proofing tile, fire bricks, re-pressed bricks, etc., etc N.B.—Reduced prices on flower pots.

FOR SALE.

Having made other arrangements for Storage of Powder the undersigned will sell their Powder Barge cheap for cash. Can be inspected at Victoria Marine Railway Yard.

ROBERT WARD & CO., LIMITED.

The Victoria Wharf & Warehouse Co.

—LIMITED.—

6 PER CENT. DEBENTURES,

SECOND ANNUAL DRAWING

The following are the numbers of the debentures drawn for repayment at par on and after the first day of March next. Interest thereon ceases on the 1st day of March next. Sixty debentures numbers:

9	93	198	331	442	517
15	96	200	354	463	541
22	149	219	357	465	553
34	162	245	361	469	559
39	171	250	380	471	563
48	174	274	402	474	566
53	177	285	416	482	582
71	183	307	419	496	585
74	186	311	428	502	599
88	195	329	438	509	600

Sixty debentures at $500 each, $30,000.

The above mentioned debentures will be paid on and after the 1st day of March next on presentation at the Bank of British Columbia, Victoria, B.C.

J. H. LAWSON, Secretary.

Countersigned,

J. KENNETH MACRAE,
Victoria, B.C., Notary Public.

Victoria, B.C., 1st February, 1900.

C.P.N. Co., Ld., Steamers

Will leave Turner, Beeton & Co.s' wharf for

DYEA, SKAGWAY, WRANGEL

(Carrying Her Majesty's Mails) as follows:

DANUBE..... Feb. 21
TEES,..... Feb. 28

At 8 o'clock p .m.

AND FROM VANCOUVER ON FOLLOWING DAYS.

For freight and passage apply at the office of the company, 64 Wharf street, Victoria, B. C. The company reserves the right of changing this time table at any time without notification.

Canadian Development Co. Ld

H. Maitland Kersey, Man. Director

BENNETT LAKE AND UPPER YUKON ROUTE

Through Winter Service to Dawson City, Atlin City and Yukon Settlements.

Winter stations and hotels have been established and equipped by the company along the new Government Winter Road, effecting a saving of distance of 140 miles between Dawson City and the Coast.

A regular through weekly service will be maintained during the winer for carriage of mails, passengers and express. The equipment is the most complete possible, and no effort will be spared to furnish a prompt and satisfactory service.

For rates and reservations apply at the general office,

52 FORT STREET, VICTORIA.

or to

A. H. B. MacGOWAN,
General Agent,
226 Cambie St., Vancouver.

FRED P. MEYER,
General Agent,
105 Yesler Way, Seattle, Wash.

Handy List of Victoria Firms

BOOK EXCHANGE.

CASHMORE'S, 103 Douglas street; buys and exchanges all kinds of books and novels.

BUILDERS & GENERAL CONTRACTOR

THOMAS CATTERALL—16 Broad St., P.O. Box 548; office fittings, wharves repaired etc. ja6

FUR SKIN DRESSER.

R. PUMFREY—Beaver, Otter and other Skins Dressed; Seal Skin Jackets Redyed. 123 Fort St.

BAKERS AND CONFECTIONERS.

M. R. SMITH & CO., Victoria, B.C., Manufacturers of all kinds of Plain and Fancy Biscuits and Cakes.

DRAYMAN.

JOSEPH HEANEY, Truck and Drayman—Office 26 Yates street; stables 119 Superior street; Telephone 171.

FUNERAL DIRECTOR & EMBALMERS.

CHAS. HAYWARD, 52 Government street.

HARDWARE.

E. G. PRIOR & CO.—Hardware and Agricultural Implements. Cor. Johnson and Government.

HICKMAN TYE HARDWARE CO., Ltd.—Importers of iron, steel, hardware, pipe fittings, cutlery, etc. Mining an milling supplies a specialty.

IRONWORKS.

VICTORIA MACHINERY DEPOT CO., Ltd., (late Spratt & Gray)—Engineers, founders, supplies, etc., 17 and 19 Work street. Telephone 570.

LIVERY AND TRANSFERS.

VICTORIA TRUCK & DRAY CO.—Telephone 13.

STEAM COFFEE AND SPICE MILLS.

STEMLER & EARLE, Coffee, spices, mustard and baking powders. Pembroke st., near Government.

NOVELTY WORKS.

L. HAFER, general machinist, 150 Government street.

PLUMBERS.

E. F. GEIGER, sanitary plumbing, gas and hot water fitting. Tel. 226.

PHOTOGRAPHERS.

PHOTOGRAPHIC SUPPLIES.—R. Maynard, 41 Pandora street.—All kinds of photographic material for amateurs and professionals; Kodaks, Pocos, Koronas, Primos, etc. Same block Mrs. R. Maynard's Art Studio; also views of British Columbia and Alaska for sale.

Same Block—Maynard's Shoe and Fining store, 41 Pandora street; boots, shoes, leather and shoe findings; "K" boots a specialty.

WHOLESALE AND RETAIL BUTCHERS.

L. Goodacre, Contractor by app't to Royal Navy and Dominion Government. Tel. 32.

THE BRITISH COLUMBIA MARKET CO. Ltd., Gov't and Yates sts., Butchers and Packers; wholesale and retail dealers in fresh, salted and smoked meats, lard, etc., branch, Vancouver.

REAL ESTATE.

TO RENT—Seven-roomed furnished house, No. 23 Catharine St., Victoria West; immediate possession; piano, two boats and boat-house, with premises. Ben Williams & Co., 44 Fort St. j11

STEAM DYE WORKS.

PAISLEY DYE WORKS.—Tel. 410. The old reliable. Established 1885. 114½ Yates street.

BRITISH COLUMBIA.—Tel. 200—Largest estb.; country orders solicited. 141 Yates street.

SCAVENGERS.

ED. LINES, General Scavenger, 236 Yates street—Yards, etc., cleaned. Orders left at Speed Bros., cor. Douglas and Fort streets; Schroeder Bros., corner Michigan and Menzies will be promptly attended to.

PETER HANSEN, city scavenger, teamster and wood dealer. Building sand and gravel for sale. Address, 49 Discovery street. Telephone 184.

NORTHERN PACIFIC

Quick Time.

Elegant Service

Reasonable Rates.

Operating the Latest Improved Pullman First-Class and Tourist Sleepers.

For tickets, maps, etc., apply to
E. E. BLACKWOOD, Agent, Victoria.
A. R. JOHNSTON & CO., Agents, Nanaimo.
THEO. BRYANT, Agent, Wellington.
J. O. McMULLAN, General Agent, Vancouver.
ARTHUR MALINS, Agent, Westminster.
A. D. CHARLTON,
Assistant General Passenger Agent, Portland, Ore.

Canadian Pac Navigation Co. Ltd.

WHARF ST., VICTORIA.

Time Table No. 48.—Taking Effect February 20th, 1900.

Victoria to Vancouver—Daily, except Monday, at 7 a.m., Sunday at 12 p.m. Vancouver to Victoria—Daily at 1 o'clock p.m., or on arrivel of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE.

Leave Victoria for New Westminster, Ladner and Lulu Island—Monday, Wednesday and Friday at 7 o'clock. For Plumper Pass—Wednesday and Friday at 7 o'clock . For Pender and Moresby Islands—Friday at 7 o'clock. Leave New Westminster for Victoria—Tuesday, Thursday and Saturday at 7 o'clock. For Pender and Moresby Islands—Thursday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this company will leave for Fort Simpson and intermediate points, via Vancouver, the 1st and 15th each month, at 8 o'clock p.m.

ALASKA ROUTE.

Steamships of this company will leave every Wednesday for Wrangel, Dyea and Skagway at 8 p.m.

BARCLAY SOUND ROUTE.

Str. Willapa leaves Victoria for Alberni and Sound ports, on the 1st 10th and 20th of each month, extending latter trips to Quatsino and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON,
General Freight Agent.
C. S. BAXTER,
Passenger Agent.

CANADIAN PACIFIC

Railway.

Soo Pacific Line.

PACIFIC TO ATLANTIC

WITHOUT CHANGE.

Palace and Tourist Sleeper through to Toronto, Montreal, Boston and St Paul.

Tickets to and from all points in Canada, United States and Europe.

For folders, pamphlets and full information, apply to

E. J. COYLE, A. G. P. A., Vancouver.
B. W. GREER, Cor. Fort and Government. Victoria.

Steamship Tickets

To and from

EUROPE ..VIA..

New York, Philadelphia, Boston, Portland, Me., St. John or Halifax

And All Lines.

For all information as to sailings Rates, Etc., apply to

B. W. GREER,
Cor. Gov't and Fort Streets

Advertise in the Colonist

Dawson and Cape Nome

The Only Direct Winter Route.

Red Line Transportation Company

Connecting at Bennett, B.C., with the WHITE PASS AND YUKON ROUTE and OPERATING OVER TWO HUNDRED DOUBLE TEAMS, carrying FREIGHT, PASSENGERS and EXPRESS between BENNETT and lower river points.

Stages leave daily on arrival of trains.

Good accommodation for travellers at all stage stations.

For all information address
M. J. HENEY, Manager,
Bennett, B.C.
13 Coleman Building, Seattle, Wash.

THE

White Pass and Yukon Route

THE PACIFIC AND ARCTIC RAILWAY AND NAVIGATION CO.,

BRITISH COLUMBIA YUKON RAILWAY CO. BRITISH YUKON M.T. & T. CO.

Two First-class Trains Daily Between Skaguay and Lake Bennett, B.C.

THROUGH TELEGRAPH SERVICE, Skaguay to Dawson and Intermediate Points.

Skaguay is the Gateway to Atlin, Dawson and Cape Nome Gold Fields

For Rates and Particulars Apply to

E. M. IRWIN, Traffic Manager, Dexter Horton Building, Seattle.

J. H. GREER, Commercial Agent, 16 Trounce Avenue, Victoria.

FOR NOME AND CAPE YORK.

The fast and commodious iron steamer

"ALPHA"

Now being thoroughly overhauled and additional accommodations added, will sail for Nome from Victoria on or about April 1st. The Alpha will be the flagship of the Nome fleet, electric lighted, marble-lined bathrooms, steam heated. All the comforts of a home at sea. Booking now. Secure your passage and freight space at once. The company reserves the right to change the sailing date without notice.

O. W. SHOOP, Agent, 36 Fort St.
J. D. WARREN, Manager.

NOTICE is hereby given that I, the undersigned, Charles Richard Lawson, intend to apply to the Board of Licensing Commissioners for the City of Victoria at the next sittings thereof for a transfer of the retail liquor license from the premises in respect of which the same is now held by me, the North Pacific Saloon, Victoria, to the premises at the corner of View and Douglas Streets, known as the Vernon Block, and from me to Forbes George Vernon.

Dated at Victoria, this 5th day of February, 1900.

CHARLES RICHARD LAWSON.

CEMENT and CURB STONES

Tenders (separate), properly sealed and endorsed and addressed to the undersigned, will be received up to 3 o'clock p.m., on Monday, March 5th, for 2,000 barrels (or more, if required,) of White's Portland Cement; also for 2,000 lineal feet (or more, if required,) of Granite Curb Stones.

Particulars and specifications can be seen at the office of the undersigned.

The lowest or any tender not necessarily accepted.

WM. W. NORTHCOTT,
Purchasing Agent for the Corporation of the City of Victoria.

City Hall, Victoria, B.C.,
February 16th, 1900.

New Tailoring Establishment

THE YOKOHAMA COMPANY

Of Japanese Merchant Tailors will open a first-class tailoring establishment at 114 Yates street on

THURSDAY, 8th Instant.

Ladies and Gentlemen's suits made to Order in the Latest and best fashions

K. TANIMURA.

ALASKA STEAMSHIP CO.

—FOR—

Alaska and Gold Fields

STEAMERS

Dirigo and Rosalie

EVERY THURSDAY.

Calling at Mary Island, Metlakathla, Ketchikan, Wrangel, Juneau, Skagway and Dyea.

For full particulars apply to
CANADIAN DEVELOPMENT CO., Agents.
52 Fort St. 'Phone 616.

Canadian Australian Steamship Company.

S. S. AUSTRALIA sails for Honiulu, Wednesday, Mar. 7, at 2 p.m.

S. S. MARIPOSA sails via Honolulu and Auckland and Sydney, Wednesday, Mch. 21st, at 8 p.m.

Line to Coolgardie, Australia and Cape Town, South Africa.

J. D. SPRECKELS & BROS. CO., Agts San Francisco.

The North-Western's —FAST MAIL

The North-Western Line

Have added two more trains (the Fast Mail) to their St. Paul-Chicago service, making eight trains daily between

Minneapolis St. Paul, and Chicago.

This assures passengers from the West making connections.

The 20th Century Train, "the finest train in the world," leaves St. Paul every day in the year at 8:10 p.m.

F. W. PARKER, Gen. Agt., 606 First Avenue, Seattle, Wash.

Pacific Coast Steamship Co.



FOR SAN FRANCISCO.

The company's elegant steamships Queen, Walla Walla and Umatilla, carrying H. B. M. Mails, leave VICTORIA, B. C., 8 p. m., Feb. 3, 8, 13, 18, 23, 28, Mar. 5, 10, 15, 20, 25, 30, April 4, and every fifth day thereafter.

Leave SAN FRANCISCO for Victoria, B. C., 10 a.m., Feb. 5, 10, 15, 20, 25, March 2, 7, 12, 17, 22, 27, April 1, and every fifth day thereafter.

FOR ALASKA

Leave SEATTLE 9 p.m.

Cottage City—Feb. 9, 24, March 11, 26, April 10.
City of Topeka—Feb. 4, 19, March 6, 21, April 5.
Al-Ki—Feb. 14, March 1, 16, 31, April 15.
And every fifth day thereafter.

The steamer Cottage City will leave Victoria for Alaska at 4 a.m., Feb. 10, 25, Mar. 12, 27, April 11, 26.

for passengers and freight.

For further information obtain company's folder. The company reserves the right to change steamers, sailing dates and hours of sailing, without previous notice.

R. P. RITHET & CO., Agts., 61 Wharf St. Victoria.

J. F. TROWBRIDGE, Puget Sound, Supt., Ocean Dock, Seattle.

GOODALL, PERKINS & CO., Gen. Agents, San Francisco.

Ho for Dawson and Upper Yukon River Points

The Victoria-Yukon Trading Co.,

LIMITED.

Have established Feed Stations at the following points: Hootalinqua, Five-Finger Rapids, Selkirk, Selwyn, Half-Way Post and Scow Island, where Hay and Oats can be purchased by parties desiring to freight goods in during the winter. For further particulars apply to the different posts or head office of the Company, Victoria, B.C.

J. HOLLAND,
Managing Director.

For Cape Nome

The Canadian Pacific Navigation Co., Limited, will despatch their staunch iron

SS. AMUR

A1 double bottomed
—FOR—
CAPE NOME
—ON—
May 1st, 1900

The Amur has been thoroughly overhauled and specially fitted up for this service, and is provided with accommodation for passengers and freight of an exceptionally suitable character.

For rates and particular information apply at company's office, Wharf street, Victoria.

G. A. CARLETON, Gen. Freight Agt. C. S. BAXTER, Gen. Pass. Agt.

Notice is hereby given that an application will be made to the Parliament of Canada at the next session thereof for an act to incorporate a company to construct, operate and maintain a line of railway from Victoria, British Columbia, or some other suitable point at or near the southern end of Vancouver Island to Hardy Bay or some other suitable point at or near the northern end of the said Island, with power to construct branch lines to any points that may be selected on the coasts of the said Island, and as part of the said undertaking to acquire, lease or make traffic arrangements with existing railways on the said Island; and to operate and maintain lines of steamships and car ferries between the said line of railway or any of the branches thereof and any point or points in British Columbia, the State of Washington, United States of America, and the Territory of Alaska, United States of America, to construct and maintain wharves and docks, telegraph and telephone lines, with all powers usually granted to railway companies and such other rights and privileges as may be necessary to carry out the object of the company.

Dated at Victoria, B. C., October 12, 1899

FRANK HIGGINS,
Solicitor for the Applicants.

THE OLD ORIGINAL

BRUNSWICK HOTEL

Cor. Yates and Douglas Sts.

This hotel is now under new management. All the rooms have been newly furnished, making the Brunswick one of the most comfortable hotels in the city. It contains 100 rooms, with all modern conveniences, lighted with electricity, centrally located, close to the Victoria theatre. Cars pass the doors every few minutes to all parts. Rates very moderate.

THE GREAT NORTHERN

75 Government St., Victoria, B. C.

Lv. Daily. 8:30 a.m.....S.S. VICTORIAN.....5 a.m. Ar. Daily.

Connecting at Seattle with Overland Flyer. C. WURTELE, General Agent

Stoddart's Jewellery Store.

REMOVED TO No. 63 Yates Street, South Side.

ONE DOOR ABOVE BROAD STREET.

Have a complete stock of all material for repairing Waltham and other Watches.

The Colonist.

WEDNESDAY, FEBRUARY 21, 1900.

Published by

The Colonist Printing & Publishing Co.,

Limited Liability

No. 27 Broad Street Victoria, B.C.

W. H. ELLIS, Manager.

THE DAILY COLONIST.

One year $6 00
One month 50
By Carrier to any part of the City and Suburbs ..... 20c. per week

THE SEMI-WEEKLY COLONIST.

One year $1 50
Six months 75
Three months 40

Sent post paid to any part of Canada and the United States.

TERMS STRICTLY IN ADVANCE.

EXTRAORDINARY CONDITIONS.

The political conditions existing in the province at the present time are, we think, wholly without precedent. The government has been drifting along with an uncertain majority of one, and that one has only been possible by the presence in the house of a gentleman, whose seat may have been forfeited a year ago and who may have incurred a penalty of possibly $40,000 for illegally sitting or voting in the house. An astonishing feature of the case is that not a single individual in the legislature has ventured to assert that the gentleman in question has not forfeited his seat. There is no such case in the books anywhere, which is easy to account for, because there is no place in the world except British Columbia where a government would dare perpetrate such an outrage upon parliamentary government, where the ministerial majority would be so utterly servile as to sanction such an outrage, or where the representative of the crown would extend his confidence to ministers responsible for such a condition.

It is time for the people of British Columbia to take note of the manner in which first one and then another of the principles of parliamentary government are being violated. Soon they will have nothing left worth contending for. If a stranger can occupy a seat on the floor of the house and vote upon measures, what is the use of having elections at all? If the provision of the Constitution Act which prohibits members from receiving anything over and above their sessional indemnity and mileage can be violated in one case, it can be violated in another, and a government may easily have half the house in receipt of public moneys. We are not objecting to the payment of the travelling expenses of the President of the Council. What we claim is that, if he is to be paid, there should be some law passed to render the payment valid, but in the meanwhile the law as it stands should be given its full effect.

We ask the people of what value are the provisions of the Constitution Act, if they can be disregarded with impunity? Let the law be observed, or let it be repealed.

Easily the most important political question in this province at the present moment is that involved in Dr. McKechnie's position. Until he vacates his seat or the legality of his tenure of it has been established, the legislature will meet under conditions of the most extraordinary character.

DOMINION ADVERTISING.

In the fiscal year ending June 30, 1899, the federal government paid out $44,026.85 for advertising and $196,606.45 for printing and lithographing, all this being to private firms. British Columbia publishers are not specially favored. Thus the Times of this city received only $226 for advertising. The Province received $196.70 for advertising and $132 for printing and lithography, while the World did best of all, getting $268.95 for advertising and $132 for printing. The Inland Sentinel came in for $108.85; but the New Westminster Columbian had to be content with $52.50. The Kaslo Kootenaian's share of pap was only $5, and that of the Midway Advance $4.40. Still less fortunate was the Nanaimo Free Press with its $2.40, its neighbor the Review getting $48.05. The Nelson Miner received $7.35, the Revelstoke Mail $46.35, and the Rossland Miner $12. This makes the total for the province $1,242.55. They managed better at Dawson, the Midnight Sun receiving $196.75 for advertising and $742 for printing; the Dawson Miner $72 for printing; the Nugget $133 for advertising and $290 for printing; and the Sun $124.75 for advertising and $507.50 for printing, which totals up at $2,064.

Outside of the American Bank Note Company, which received $106,537.65, the most fortunate concern was the Montreal Herald, which had advertising bills to the amount of $2,800.58 and printing bills amounting to $12,208.42. The Herald has looked quite prosperous lately. The Moncton Transcript with $352.08 for advertising and a printing bill of $6,349.98 had no reason to complain, and La Patrie's little bill of $1,117.40 for advertising and $561.25 for printing were doubtless paid and received with pleasure. The Toronto Globe received $2,529.89 for advertising. The St. John papers did not languish in neglected obscurity. The Telegraph's bills were: Advertising, $758.69; printing, $6,247.79; the Globe had $484.31 and $1,753.44. Major Tucker, M. P., and John V. Ellis, M. P., were prominent owners of these respective papers. The St. John Gazette came in for $574.22 for advertising and $1,631.81 for printing.

The great majority of the payments to newspapers are small. We mention this because it is well that it should be understood. Newspapers get very little out of the Dominion government, and never got any more than they do now. Those people who imagine that political parties keep newspapers in line by means of patronage are very much in error.

THE PROPOSED BY-LAW.

We regret very much that any by-law looking to the connection of Victoria with the Mainland of British Columbia can be submitted to the people of Victoria and the Colonist cannot advise them to vote for it. But that now advertised is defective in so many particulars and so badly conceived generally that we feel obliged to point out some reasons why it ought to be rejected. We shall take the by-law up in detail, dealing with it at some length in order that its advocates may meet the objections raised, if they can, and also that the ratepayers may have the whole subject under their consideration at one time.

First, we wish to point out that so far as appears no person has accepted the responsibility of the proposal made in the by-law or undertakes to give effect to it, provided the citizens shall agree to its coming into effect. We submit that, in view of some of the considerations hereafter to be pointed out this is a very serious matter. Rumor has connected the name of the chief owner of the Victoria & Sidney railway with the scheme. He has appeared publicly as its advocate. We shall see later on why it would be an exceedingly unbusiness-like transaction to place the powers proposed to be given by the by-law in the hands of the owner of that road. For Mr. Paterson's ability and integrity we have the highest appreciation; but an arrangement under which he may be both vendor and purchaser of a railway, the price of which is to be paid out of the money contributed by the ratepayers of Victoria, is not one that can be defended. If Mr. Paterson is behind the enterprise, then no one is who can pretend to be able to carry it through, and to place upon the books of the city an agreement that no one is likely to take up, and which may remain a dead letter and at the same time an obstacle to any other enterprise of the same nature would be exceedingly unwise. If any gentlemen had come before the city with a definite proposition, agreeing if it was accepted to carry it out within a specified time, it would then be possible for the ratepayers to pronounce intelligently upon the personal aspect of the scheme, which in every business proposition is a controlling feature. The absence of any named promoters of the project for the proposed trustees are not its promoters, appears from our point of view to be a serious objection to it.

The citizens are not in possession of sufficient information to enable them to form a definite idea of what they are asked to undertake. They are invited to take $500,000 stock. We submit if a private capitalist were asked to subscribe such an amount of stock in a railway enterprise, he would ask for some definite information regarding it. He would not be content with guess work. He would ask for some assurance that the project was feasible under any circumstances. He would want to know about what it would cost. The plan contemplates:

(a) The extension of the Victoria & Sidney railway from its present terminus to some point at or near the harbor front of the city.

(b) The acquirement of the Victoria & Sidney railway.

(c) The establishment of terminal facilities at Sidney.

(d) The establishment of a passenger and a freight ferry from Sidney to some point on the Mainland of British Columbia.

(e) The establishment of terminal facilities on the Mainland.

(f) The construction of a railway from the Mainland terminus to Chilliwack.

Thus the enterprise is divided into six parts, and in respect to none of them, with perhaps the single exception of the last named, is any definite information available. We take them up in detail.

No plan has ever been made showing how the line is to be extended from Hillside avenue to the waterfront, and no estimate can be made of the cost without such plan. No estimate of the cost has in point of fact been made, or if it has been made, it has never been made public.

No price has been fixed for the Victoria & Sidney railway, and yet this is an essential part of the enterprise, without the acquirement of which the whole project must fall to the ground.

No plan has ever been made of the terminal at Sidney and without such plan it is impossible to make even a reasonable approximation of what it will cost. It is not even known where the terminal will be.

There is no information before the public as to the cost of the proposed ferry boats. All that has been made public is some vague statement of what some boats used elsewhere for other purposes have cost.

The location of the proposed terminal on the Mainland is left indefinite, and this is most material. If the terminus is to be on the gulf side of Point Roberts the cost will be very great. An estimate with plans of a terminal there was made in connection with the De Cosmos scheme and the amount of money involved was very large indeed. When this last scheme was first propounded the idea was to have the terminal at White Rock at the east of Boundary Bay, but no plans or estimates were ever made by which the cost of a terminal there could even be approximated. This feature of the original project has been abandoned, or rather, it is not now insisted on, which may be in part due to the fact that the Colonist has shown that it is not feasible to provide a safe terminal at White Rock.

There are estimates that are probably reliable as to the cost of the proposed railway on the Mainland.

If the city were asked to give a bonus it might be said that these were matters for the promoters to take into consideration; but the city is asked to take stock in the enterprise and we therefore submit that full and definite information upon each of these points should be submitted to the ratepayers who are asked to become stockholders. A private capitalist would not invest $500, not to say $500,000, in an enterprise upon which so little information was forthcoming as to cost as there is in this case.

The company to which the city is asked to subscribe stock is directed to acquire the Victoria & Sidney railway "as soon as it has acquired sufficient capital for its purposes." Until this road has been acquired the whole enterprise must halt. This is the condition precedent to the carrying out of the work. The city may put up its $500,000 and if the owners of the Victoria & Sidney do not see fit to sell their line or grant running Herein lies the importance of knowing who is behind this enterprise. If it is the owners of the Victoria & Sidney, how much do they propose to pay themselves for their railway out of the city's money? If other parties are behind it, how much do they propose to pay for the railway? Surely these are vital questions. We do not discover anything in the by-law to prevent the whole $500,000 from being turned over to the Victoria & Sidney people and the matter being allowed to drop right there. The expression "its purposes" is altogether too vague to control the action of the company, and even if it could be construed to mean that the company must have money on hand sufficient for the whole enterprise before acquiring the V. & S. there is nothing to prevent the company from turning the whole of the money over to the owners of that road. We are not suggesting that they propose to do anything of the kind; but that is altogether beside the question, which is: Can they do so? We affirm without fear of contradiction that there is nothing in the by-law to prevent them from doing so.

There is absolutely no information whatever before the public as to the condition of the V. & S. railway, or as to what it will cost to make it fit to serve as a part of the through line connecting with the transcontinental railways.

The company is required to make traffic arrangements with at least one transcontinental line. This is an extraordinary provision in such a by-law. If a bonus were being given to a company, such a provision would be right enough, but by the proposed arrangement the citizens are compelled to enter into an arrangement with some company, no matter how prejudicial that arrangement may be to the business interests of the city or the company in which the city is asked to become a stockholder. In the Port Angeles by-law it was provided that the company should make a transcontinental arrangement before getting any of the city's money. In this case the city is to put up the money and the company is to make the arrangement afterwards. Thus the company, and the city as a stockholder in it, is at the mercy of the transcontinental companies on the Mainland, just as it is at the mercy of the Victoria & Sidney on the Island.

The scheme is based upon the probability of provincial and federal aid being granted to the road. We submit that as parliament and the legislature is now in session it would have been reasonable to ascertain if such aid will be granted before going any further with the by-law.

It is a well known fact that the Vancouver, Victoria & Eastern railway company is before the federal parliament asking for a bonus. If this is granted all that the proposed by-law can accomplish and a great deal more will be brought about without a dollar's burden being placed upon the ratepayers.

Such are some of the objections to the proposed scheme which lie right upon the face of it. Unless they can be answered it will clearly be the duty of the ratepayers to reject the by-law. We invite discussion, promising to give both sides perfectly fair play. We may refer to the matter editorially again before the day for voting arrives.

The care of lepers at Tracadie, N. B., cost the Dominion $4,812.91 last year, in addition to $1,436.14 to keep up the buildings. British Columbia has to keep her own lepers.

The disbursements during the last fiscal year in connection with the maintenance of Dominion buildings in Victoria were as follow: Appraiser's office, $57.76; barracks, $80.73; clerk of works' office, $5; custom house, $216.44; drill hall, $198.62; marine hospital, $6; military stores, $144.29; post office, $6,051.50; and weights and measures, $12. The quarantine station called for $1,295.05.

The D. & L. Emulsion benefits most those having Lung troubles with tendency to hemorrhages. A few bottles taken regularly make a wonderful improvement. Made by Davis & Lawrence Co., Lim.



DR. A. W. CHASE'S CATARRH CURE ... 25c.

is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanantly cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo.

SENATOR MACDONALD.

His Views on Canadian Loyalty and Other Matters.

In the discussion of the address in the Senate, Senator Macdonald said:

I am sure the house will deprecate very much the allusion made in this house by the hon. gentleman for Halifax to loyalty or disloyalty. None of the members who have spoken on this side have accused any one of disloyalty, and that an hon. member should bring up scraps of newspapers to disturb the harmony of this house is much to be deprecated. We have one gentleman almost going mad on this subject, and he deserves the censure of the house for the way he has disturbed the harmony of this chamber. It is well known that the best feeling prevails between all classes in this country, and there has been no accusation of disloyalty even against the Minister of Public Works or against the Premier, although they have been tardy in moving in the matter of sending a contingent to assist the British troops in South Africa. That is all we say, and I am sorry that my hon. friend, who has made a very good speech, especially the first part of it, should have brought up that question at all. For my own part, I have never for a moment thought any section of the people of this country were disloyal. The hon. gentleman asked by hon. friend (for Marshfield) why did not he propose last session to raise a contingent. That is an absurd question. No one dreamed of war then, and even when the war commenced at the end of October—everybody thought, the people of England and the people of this country—that the British forces would sweep the Boers off in two or three weeks, and the war would be over and there would be no occasion for this country or any other colony to go to the help of the Mother Country. The hon. gentleman alluded to what Sir John Macdonald said in 1885. But the conditions have entirely changed since then. At that time England was at war with an unwarlike, poor people in Egypt, and was not in need of men from any quarter. She ended the war, without a single reverse, in a short time. At that time we had on our hands the rebellion in the Northwest and we had all we could do at home. Then the hon. gentleman alluded to Sir Charles Tupper's action on the Teslin and Stikine railway question. That hon. gentleman and others, myself amongst the number, were strongly in favor of the Stikine and Teslin railway, until we saw the price to be given for it. The day I arrived here from British Columbia, when that measure was before us, I went to Sir Charles Tupper and asked his opinion about the government proposal. I said I am opposed to it; I can never agree to give nearly 4,000,000 acres of land for that road, and he said: "I fully agree with you." He did not change his mind, but was not willing to give that enormous price for it. The first paragraph in the speech from the throne calls for no difference of opinion, for we are all pleased to agree and think that our country is prosperous. That the progressive measures, and above all a tariff adapted to different branches of industry and the establishment of confidence conducive to the safe and remunerative investment of capital have continued from 1878 to the present day. Here I approve the action of the government for continuing the Conservative policy the Liberal leaders and Liberal press and party so strongly condemned for 18 years. They have acted wisely in letting well alone, and adhering to the successful trade policy established by their predecessors. This, together with with the latent wealth in the bowels of the earth now being developed, and the increased foreign demand for the products of the country, such as breadstuffs, timber, coal, fish, and precious metals, has made the prosperity of the country what it is. The construction of the Canadian Pacific railway, the facilities given by it and other lines of communication have conduced greatly to the prosperity of the country. Passengers and freight between Europe, China and Japan now pass as freely over our railways and steamships, as they do within the Dominion. All of which conduces to the prosperity of the country. The second paragraph refers to the unfortunate war in South Africa, in connection with the part the colonies of the Empire should take in support of the Mother Country. The government of this colony cuts a sorry and humiliating figure. No lead taken, no spontaneity, no enthusiastic patriotic action. No responsibility taken; on the contrary, an unwillingness, a holding back, an indifference and lack of grasp of the situation—so different from the colonies of Australia and New Zealand, which offered their quota of troops early and spontaneously. They did not hesitate or wait to be pushed into action. Supposing the country to be in danger of attack or invasion by any other power, to whom would Canada look for aid and protection from the invader? What could those who have been so tardy and unwilling to aid the Empire do? What could the Minister of Public Works and the member for Labelle and those who think with them do? Simply nothing—unless to whine and cry for British protection.

In such a case, to Great Britain alone could we look for aid, and what do we find now? We find her soldiers and her ships on the east and west shores of our Dominion ready to protect and assist us free of charge. And in the face of this knowledge and experience, some members of the government hesitate to offer aid until forced to act by public opinion.

Hon. Mr. Scott—No.

Hon. Mr. Macdonald—It is evident if the Premier and Minister of Public Works had their way that not a man would have been sent to the Transvaal. It is only the overwhelming loyal and patriotic sentiment of the country which spurred the government to action. The Premier is his speech, two nights ago, admitted that he did not move until he had the strong feeling of the country at his back. In previous interviews and speeches he gave as his reason for not taking action, the unconstitutionality of acting without the sanction of parliament. If that was a good reason then, it still is, and the voice of the country, however patriotic and loyal, did not make unconstitutional acts constitutional—the house will see the weakness of the reasons for not acting promptly.

Having said this much on the tardiness of the government, I have much pleasure in commending the excellent manner in which the Minister of Militia and his department, after authority was given, have conducted the enrolment, mobilization, equipment and transportation of troops for South Africa. I am sure all of us hope for a glorious victory for the Empire, an obliteration of the Transvaal and Orange Free republics as independent states, and that the British flag may before long float triumphantly from Khartoum to Capetown. The whole Dominion turns with pride to the munificent offer of Lord Strathcona, which should be emphasized, and heralded from Cape Breton to Vancouver island. Although this is not a convivial meeting. I think the house might adjourn for five minutes in order that we may wish Lord Strathcona long life, happiness and prosperity with three British cheers. There is an important question not alluded to in the speech from the throne—that is the condition and administration of the Yukon country. I am fully convinced that the country is immensely rich, and will prove to be so for many years to come, and it deserves at the hands of the government every care and encouragement for its development. I was informed by an American lady who had resided in Dawson for a year, that we had no conception of the country we possessed and its resources. Very good vegetables were now being raised, land was being cleared, and this branch of agricultural industry would be a great boon to the miners and pay handsomely. But the administration of the district was not what it should be, and should be subjected to a searching investigation. This is not a party question in any degree, and the government should, for it own sake, and for the good name of the Dominion, take steps to ascertain if the officials are doing their duty honestly, free from all pernicious influence. I believe men who have grievances will not testify in an open tribunal, afraid of the displeasure of officials. A trustworthy detective service would no doubt ferret out crooked work, if there is any, and put the government in possession of information it should have.

WAR NOTES.

A middy named Down, only 17 years of age, managed a gun during the Tugela battle, and his coolness was remarkable. He gave orders to the big seamen in a big voice, and was very successful in the direction of his gun.

* * *

A certain gallant corps, writes a correspondent from Chieveley Camp, provided the guard that should protect our precious beer until Christmas Day. In the morning two dozen bottles were missing. "Disgraceful," said the authorities; "double the guard," and they doubled it. Next morning four dozen were missing. Thus does military history repeat itself.

* * *

In the first battle of Colenso troop-horse No. 6,606, B. 4. was struck full in the forehead by a bullet, which passed through its head, and the horse figured in the return of horses killed. Two days afterwards, in a new camp at morning feed, in his old place with the others of his section, was the missing troop horse. The men were frantically delighted. The bullet had evidently missed the animal's brain.

* * *

Not only politically, but industrially, commercially, mentally and scientifically England is far ahead of any other nation. The English flag has ever been the ensign of honor, liberty, progress and civilization. It is for these that England is now fighting in South Africa. And that is why her struggle and misfortunes move us so deeply, and our best wishes accompany her children. That is what our nation has testified by exclaiming throughout the length and breadth of our kingdom, "Rule Britannia!"—Neologus, Athens.

* * *

Capt. Mahan, the well-known author of works on "Sea Power," has written for publication a letter dealing with the attitude of the Americans towards Great Britain in connection with the war in South Africa. He suggests to his countrymen the inadvisability of holding public meetings for the purpose of expressing their views on the war, and warns Americans that problems await them in the near future which make a good understanding with England too important to permit the creation of an impression that Americans are all against her. He concludes by declaring that "not only is the cause of England just, but to have failed to have upheld it would have been to fail in national honor."

CARTER'S LITTLE LIVER PILLS.



CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills makes a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

USE EDDY'S USE

BRUSHES

The most durable on the market.

EDDY'S Telegraph and Telephone
" Eagle Parlor,
" Victoria Parlor,
" Comets Parlor MATCHES

For Sale Everywhere

J. & J. TAYLOR'S

Fire Proof Safes and Vault Doors

Jno. Barnsley & Co., Agents

115 Government St.

Steamboat and Express Safes.



A Full Line of This Shoe JUST IN TO-DAY.

How do you like them?

TO BE HAD ONLY AT

GEO. H. MAYNARD'S

I.O.O.F. BLOCK.

Walter S. Fraser & Co. Ltd.

— Dealers in —

HARDWARE,

IRON, STEEL, NAILS, ETC., PIPE, FITTINGS, ETC., MILL, LOGGING AND MINING SUPPLIES. METALLIC SHINGLES, SIDING, ETC.

Telephone 3. P. O. Box 423. Wharf Street, VICTORIA, B.C.

ESQUIMALT - NANAIMO RY.

New Time Card to Take Effect Saturday, December 2nd.

Leave Victoria Daily	- -	9 00 a.m.
Leave Victoria Saturday	-	9.00 a.m. and 3.10 p.m.
Arrive Victoria D'ly except Sunday	-	11.45 a.m.
Arrive Victoria Saturday	-	11.45 a.m. and 6.25 p.m.
Arrive Victoria Sunday	-	6.20 p.m.

Excursion Tickets on sale to and from all Stations on Saturday and Sunday, good to return on Monday.

GEO. L. COURTNEY,
Traffic Manager

Shoe Emporium.



February Clearance Sale IS NOW ON.

Our buyer has just returned from the Eastern markets, where large orders were placed, and we must make room for New Goods shortly to arrive.

We have the largest and best selected stock of Boots and Shoes in the City.

THE PATERSON SHOE CO. LTD.

Shoe Emporium, Cor. Government and Johnson Sts.

Albion Iron Works Co, Ltd.

Are now offering their large variety of

STOVES and RANGES

At Wholesale Prices

Don't buy an Imported Stove when you can buy the Home-made Article for less money.

A call at their store-rooms on Store Street and Pembroke Street will convince you.

Plating in all its Branches is now Executed by Competent Workmen

Advertise in the Colonist

VICTORIA TIDES.

By Mr. Napier Denison.

The zero of the accompanying scale corresponds to 14 feet of water in the channel off Shoal Point, and 18.6 feet above the sill of the Esquimalt dry dock.

Wednesday, Feb. 21		Thursday, Feb. 22.	
Time.	Height above zero	Time.	Height above zero
1:00 a.m.	7.2 feet.	1:30 a.m.	7.8 feet.
6:30 a.m.	8.2 feet	6:50 a.m.	8.2 feet.
1:20 p.m	3.2 feet.	2:30 p.m.	3.0 feet.
9:00 p m	7.1 feet.	10:00 p.m.	4.7 feet.

Fire Insurance.

Heisterman & Co.

LOCAL NEWS.

Blue Ribbon Tea is simply delicious. *

Majestic Ranges at Cheapside. *

Carpenters' tools at Cheapside. *

Tea and Dinner Sets at Cheapside. *

Smoke "Nugget Cigar." Meiss & Co.*

Drink "Hondi," purest and best of Ceylon teas. *

Mrs. Lombard will resume her music teaching January 4, at 56 Collinson street. *

Clarke & Pearson, sole agents for McClary's Famous Stoves and Steel Ranges. *

We still have a few Special Down Quilts, and only a few; if you want a bargain call on Weiler Bros. at once. *

We have just secured the agency for the Empire Typewriter. The only good and cheap typewriting machine made. $60 cash. Victoria Book & Stationery Co., Limited. *

500 pairs of Lace Curtains, from $1 to $10 pair; direct from the factory and comprising many excellent designs. Weiler Bros. *

Don't you often hear it said that advertising is a fine art? You require the truth neatly and plainly put. When you hear that "HONDI" Ceylon Tea is the best and purest on the market you have it.

Police Court Proceedings.—Before Magistrate Hall yesterday, a Saanich Indian, arrested by Constable Munro, was fined $5, or in default ten days for drunkenness. The case of Gin Wing, charged with perjury was adjourned until this morning.

Victoria Clearing House.—The clearings at the Victoria clearing house for the week ending February 20 were $548,965, balances $165,452. For the corresponding week of 1899 the clearings were $500,216, showing an improvement for the current week of $48,749.

Court House Improvements.—The work of re-modelling the interior of the court house is proceeding rapidly and when the improvements are completed it is expected that the building will be much more suitable for the purpose for which it is intended than at present.

West Coast Activity.—Recent arrivals from the West Coast predict a period of activity during the present season unprecedented in the history of the district. Numerous representatives of influential capitalists have paid visits to the mining properties on the West Coast and all are unanimous in saying that no portion of the province possesses greater possibilities. A number of large deals are pending.

Eastern Canadians' Banquet.—This evening at the Dallas hotel those resident in Victoria who hail from the Eastern provinces will hold a banquet at the Dallas hotel. Quite a number of tickets have been sold and it is expected there will be a large gathering. The committee having in charge the arrangements for the affair have found it impossible to visit all those who would be likely to participate in the festivities, but any Eastern boy who may desire to attend to night may obtain tickets up to noon today from A. C. Flumerfelt, L. P. Duff, C. E. Jones, or A. Martin.

F. W. FAWCETT & CO.,
Dispensing Chemists
We guarantee satisfaction. Our Drugs are pure and fresh. Note address: 49 Government St.

Relief of Ladysmith.—It has been suggested that His Worship Mayor Hayward proclaim a public holiday on the occasion of the relief of Ladysmith by the British forces under General Buller, news of which may now be expected to be received any day. The corporations of a number of Eastern cities have arranged for patriotic demonstrations on that occasion, and it is to be presumed that Victoria will not lag behind. In Toronto, Hamilton, Montreal and other Eastern Canadian centres the fire bells will be rung, flags and bunting displayed together with other manifestations of rejoicing.

Electric Light Fittings.

Graceful,

Elegant,

Novel.

Call and Inspect Our New Stock.

G. C. Hinton & Co.

2 Government Street.



Don't Forget The Baby And His Needs

We give you many helpful suggestions as to toilet and hygienic articles. Our stock of such is complete.

CYRUS H. BOWES, Chemist,
Government Street, near Yates

Will remove to Old Post Office, 2 doors from old stand.

Trade Sale.—A trade sale of earthenware will be held by Joshua Davies at the board of trade building at 11 o'clock to-day.

Trades and Labor.—The regular semi-monthly meeting of the trades and labor council takes place in Sir William Wallace hall to-night.

Amphion's Relief.—H. M. S. Arethusa, commissioned to relieve H. M. S. Amphion on the Pacific station, is expected here about March 10.

Don't drink the first thing the bartender offers. Call for Jesse Moore "AA" whiskey and insist on getting it. *

Service of Song.—In St. Barnabas church last evening a most interesting service of song was held. It opened with a short evensong, followed by a long programme of vocal and instrumental music.

That Disputed Road.—The fence which Rev. Mr. Ellison placed across the disputed portion of the Craigflower road was yesterday torn down by residents of the district. Mr. Ellison immediately commenced to erect it again, and put a notice up asking that it be not destroyed until the case had been settled.

Returning to Atlin.—J. D. Graham, government agent and gold commissioner at Atlin, left this morning on his return to the north. In view of several transactions of magnitude in mining matters lately with respect to the Atlin country, and the increased interest being shown in that country, Mr. Graham predicts a busy season this year.

Funeral of Mathew Francis.—Rev. Dr. Wilson conducted services yesterday at the funeral of the late Mathew Francis, which took place from the parlors of the British Columbia Funeral Furnishing Company and later at the Reformed Episcopal church. Messrs. Robert Porter Sr., J. H. Meldrum, T. Flewin and George Stelly acted as pall-bearers.

There is not an ounce of headache in a barrel of it—Jesse Moore "AA" whiskey.

A Correction.—In the report of the conference between Mr. D. R. Ker and the board of aldermen re the Sorby harbor scheme, Mr. Ker was erroneously made to say that the board of trade, as a body, was opposed to the project. It should have appeared that Mr. Ker stated the opposition was from himself and certain others of the board.

Centennial Mock Parliament.—The speakers in this evening's debate at the Centennial mock parliament on the Chinese Exclusion Act are: For—Messrs. Barraclough, Powell, Campbell and Fraser; against—Messrs. F. Davey, Scholefield, Black and Lawson. Members are reminded of the meeting at 7:30 for election of officers. The debate commences at 8.

Association Football.—There will be a practice of the Senior Victoria Association Football Club at Beacon Hill on Saturday afternoon, commencing at 3. All members of the senior club are requested to attend. The final game between the Columbias and Victoria for the intermediate cup will be played at the Caledonian grounds Saturday next, commencing at 2:30.

Bad Streets.—Never have the streets of Victoria been as bad as they are at present. With the exception of those in the business portion almost all of them are badly cut up, even the roadway to the outer docks, which was to have been the pride of Victorians, is getting to be as bad or nearly so, as the rest of them. There is fully two inches of mud on it, and in some places there are deep ruts. The streets might be kept in much better repair if contractors and others who are allowed to open them up were compelled to properly fill in the trenches after they finished their work.

Fish For Japan.—For some time past sample shipments of salted salmon have been sent to Japan by British Columbia merchants, who recognized that there was a market for this fish in that country. Now the Japanese themselves have become interested, as shown by the visit to the province of M. Goda, the representative of a Japanese firm. As stated in the Colonist yesterday, M. Goda has been on the Mainland for several days, endeavoring to make arrangements there for the purchase of the fish. He spent yesterday in Victoria on the same mission. There is a great demand in Japan for salmon, and if they can be bought cheaply a big trade can be worked up.

TAKEN INTO COURT.

Action Commenced Against Hon. Dr. McKechnie Yesterday.

A writ was issued yesterday at the instance of William Woodman of Nanaimo, claiming $33,000 from Hon. Dr. McKechnie, who it is alleged sat in the legislature 66 days after he had forfeited his seat by accepting certain monies from the province for travelling expenses. The writ was served on Dr. McKechnie yesterday, but he continued to occupy his seat in the house. The statute provides for a penalty of $500 a day for each day that a member sits without proper qualification. The action entered is believed to be a friendly one to prevent others from taking action against the President of the Council. It would not, however, it is believed, cover yesterday's sitting.

If Buller can cross the Tugel
And capture the slippery Boer,
He'll find that his name
Will be equal in fame
That of the old "Jesse Moore."

Very Annoying.—One of the most vexatious things in modern times is to read as it were a story in our daily papers and then find at the end of the same a patent medicine ad. Of course, the thing is not just what we like, but as there is near at hand a pleasant remedy which comes to all who buy their newspapers, books and stationery at the Victoria News Co.'s store, 86 Yates street, R. T. Williams manager, the annoyance after all is not so very great.

Legislation At A Standstill

Ministers Shelve All Other Measures for Redistribution by Easy Stages.

Their Tactics Subjected to Spirited Criticism From the Opposition.

Although it had not been anticipated that the President of the Council would be found in his place when the house met yesterday—a writ having been issued by Mr. Gordon Hunter in a claim for $33,000 penalties on the petition of a friendly elector of Nanaimo city, to test the matter of his disqualification—Hon. Dr. McKechnie was in his accustomed place braving the matter of another $500 forfeit when the legislature sat yesterday, and remained during the whole of the short sitting. The proceedings of the afternoon were altogether in accordance with the announcement that the government will make no attempt to carry further the Coal Mines Regulation Bill, Liquor License Act Amendment Bill, of any other of the measures remaining on the paper, the programme being to pass the Redistribution Bill and dissolve the house at once—or else accept defeat upon this measure. Of course if this gerrymander measure goes through it is quite possible that the government will change its policy as at present understood, and endeavor to carry on until defeated on a vote; otherwise the session will end with virtually none but minor corrective measures made law and thirty-five public and private bills of varying degrees of importance fated for the slaughter of the innocents.

The government are likely to propose also that private bills and non-contentious public measures shall be put through, together with emergency estimates, and no doubt with a view to the campaign the government are to give notice of a general bill dealing with the employment of Chinese and Japanese labor, thus doing away with the necessity of having anti-Asiatic clauses in private bills dealing with franchises.

The business of yesterday was limited to the consideration of the Redistribution Bill and message in committee, and the first reading of the measure, the second being set for debate as the first item of to-day. Aside from the discussion naturally arising out of the new and fascinating phase of the situation politic, interest in yesterday's doings in the chamber centred in a complaint by Mr. Prentice that a notice he had given of a bill to repeal the eight-hour clause had mysteriously disappeared before it reached the Queen's Printer; he did not say that the notice had been intentionally abstracted, but that inference was to be drawn. At the same time Mr. Higgins directed attention to the fact that still another important document had been withheld from the return ordered by the house in the matter of this eight-hour law, and reminded the Minister of Mines that such withholding of papers called for by vote was a misdemeanor involving serious consequences, and he intended to push the matter to the bitter end if it became further apparent that the ministers were disposed to treat the wishes and rights of the house with discourtesy and contempt.

PETITIONS.

Mr. Speaker having taken the chair at 2.15 o'clock, prayers were read by Rev. Dr. Campbell, and petitions were read and received from:

I. H. Shrewsbury and others, in favor of the Vancouver City Consolidation Bill.

J. M. Atkins and others, opposing the eight-hour law.

The Vancouver Board of Trade, opposing the eight-hour law.

D. McKenzie and others, residents of Fernie, in favor of the eight-hour law.

A. E. Teeter and others, residents of Slocan in favor of a compulsory arbitration bill.

Mr. Speaker directed attention to the fact that the last mentioned petition was not strictly in order, as improperly addressed to the Lieutenant-Governor and members of the legislative assembly.

"Oh, let it go," observed Victoria's senior member, and the house took no cognizance of the irregularity.

ASIATIC IMMIGRATION.

Before proceeding to the orders of the day, Hon. Mr. Cotton read to the house the following telegram he had just received from the Dominion premier:

Ottawa, Ont, Feb. 20, 1900.

Hon. F. Carter-Cotton, Victoria:

Legislation to amend the existing Chinese immigration act in the sense of greater restriction will be introduced this session.

(Sd.) WILFRID LAURIER.

There was a momentary pause after Hon. Mr. Cotton had resumed his seat and the government supporters had applauded. It was broken by Mr. Martin, who remarked:

"Why, I noticed that in the newspapers three or four days ago."

ORDERED PRINTED.

Mr. Kidd presented a report from the printing committee recommending that certain returns and other documents—inclusive of the resurrected papers in the matter of the eight-hour law—be printed.

MATTERS OF PRIVILEGE.

Mr. Prentice, rising to a question of privilege, directed attention to the fact that he had on Monday evening placed a notice of motion with reference to the Inspection of Metalliferous Mines Act on the clerk's file, but this notice had not reached the Queen's Printer in the usual course, and could not now be found. He would not go so far as to say that it had been intentionally removed, but the circumstance of its mysterious disappearance was at least peculiar. The intention of the legislation contemplated was the repeal of the eight-hour clauses, and under the circumstances he did not think that he should be deprived of his right of proceeding at the time intended. He would therefore ask that the first reading be given the bill in question at the present sitting.

"Two days' notice is required," observed Mr. Speaker.

"Well, then, the first reading to-morrow," said Mr. Prentice.

This was agreed to.

Mr. Higgins also had a matter to bring before the house under a question of privilege. He held in his hand a telegram just received from the associated boards of trade of Kootenay, at Kaslo, directing attention to the fact that their memorial to the government with regard to the eight-hour law, in August last, had not been included in the return of correspondence on this subject, laid before the house in response to a resolution of the house. He (Mr. Higgins) reminded the Minister of Mines that thus withholding correspondence ordered upon resolution of the house was a grave offence, and that the offender was liable to be brought before the bar of the house and adequately punished for thus treating the expressed wishes of the house with discourtesy and contempt. He intended to push the matter to the bitter end if it became evident that the government in this matter evidenced a disposition to set at naught the desires of the house.

Hon. Mr. Hume denied that the correspondence in question, or that previously presented in a supplementary return, had been purposely withheld. The mistake had occurred through the documents being in some way overlooked in his department.

Mr. Higgins pointed out that all such communications were (as he had been informed by an official of long experience in departmental work) numbered consecutively and received, and it did not therefore seem clear how the mistake could have occurred in the innocent manner suggested.

Hon. Mr. Henderson observed that, now that the junior member for Esquimalt had read a telegram from Kaslo touching a memorial from the boards of trade of Kootenay, that he had such a memorial in his department, which might possibly include the desired correspondence. If this proved correct he could easily comprehend how it had been overlooked in the department of mines—indeed the Minister of Mines would have no official access to it. He would investigate and if the memorial in his charge contained the matter in question, he would lay it before the house immediately.

Mr. Higgins wanted to know if this suppressed correspondence was to be printed for the benefit of the house? He had made no charges as yet against anyone, and did not wish to do so, but he was prepared to insist that the house should be treated with courtesy and in accordance with its constitutional rights.

Mr. Kidd replied, for the printing committee, that the printing of the documents in question had already been ordered.

The matter thereupon dropped.

REDISTRIBUTION.

The message from His Honor the Lieutenant Governor, transmitting the Redistribution Bill, was next referred to committee of the whole, Deputy Speaker Kellie being chairman, and reported to the house immediately. The Premier then moved that the report be received and adopted.

"I object," said Mr. Higgins—his objection being explained as based on the rule and practice that in such matter the adoption of the report should be reserved for a date fixed by vote of the house.

"It is the practice to adopt the report as soon as it is presented," said Hon. Mr. Henderson.

Mr. Higgins intimated that he had not applied to the Attorney-General for information as to the practice, and asked Mr. Speaker for his ruling upon the point.

"Can the hon. member cite any authority to the contrary?" said Mr. Speaker.

"I have asked you for a determination of the point," replied Mr. Higgins. He based his objection, he added, upon May's Parliamentary Practice, 10th edition, page 529.

(Continued on Sixth Page.)

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The public are invited to call and see these wheels.

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The kind that if not ready to wear would cost you $28. A Sunday outfit complete..

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SHOULD BE USED WHILE THE TREES ARE DORMANT.

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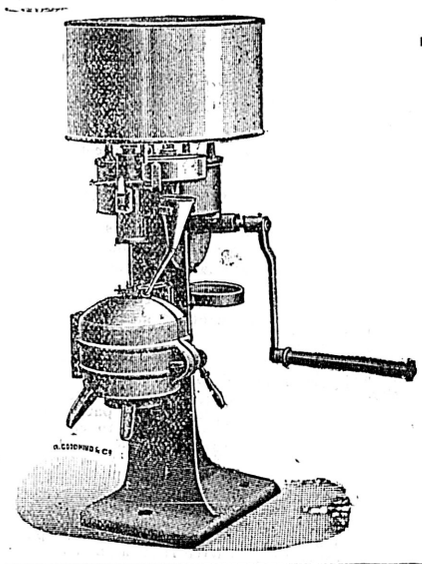
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Apply MRS. COLTART, 1 Strathcona Block,

Council Meeting Last Evening

Little Important Business Transacted at the Adjourned Meeting of Board.

Enquiry Into the Fire Department Workings the Principal Business.

The meeting of the council held last evening, though adjourament was not reached until 10:50 p.m., was not one of exceptional interest, the principal matter engaging attention being the inquiry held into the action of the fire department on the night of the fire on Chatham street, on which occasion a quantity of hay belonging to M. Baker & Son was burned—unnecessarily, as claimed by Mr. Baker.

There were present His Worship Mayor Hayward in the chair; and Aldermen Kinsman, Williams, Cameron, Brydon, Beckwith, Stewart, Hall and Yates, and Chief Deasy of the fire department, and a number of firemen. M. Baker and J. P. Walls, his counsel were also present.

The electric light committee submitted a report recommending some minor improvements.

Ald. Brydon wanted it laid on the table until the estimates had been passed. Ald. Beckwith and Kinsman were in favor of the adoption of the report. Adopted.

Ald. Williams' motion for an appropriation of $200 for an investigation into the merits of the proposed road to the north end of the island, next came up. Ald. Williams made a strong plea that the sum asked for should be granted. Monster petitions would be presented showing how urgent was the necessity of getting an appropriation from the Dominion government for the enterprise.

Ald. Brydon questioned whether the resolution was in order. Ald. Beckwith supported this contention. Some argument ensued on this point. The Mayor ruled that it was strictly in order until the revenue by-law was passed.

The point being decided Ald. Williams again advanced argument in support of his motion.

Ald. Brydon questioned the Mayor's ruling on the point at issue and wanted his authority. Ald. Beckwith supported Ald. Brydon, claiming that Ald. Williams' motion was out of order. It ought to have come as a recommendation from the finance committee.

Ald. Stewart could not see what the $200 was for and would vote against the motion, but he was certainly in favor of the railway.

Ald. Williams, in explanation, said that the $200 was to secure a large number of signatures to the petition in favor of the road. This would require the employment of people who would have to be paid.

Ald. Stewart thought the petition could be gotten up without cost to the city. Ald. Cameron agreed with Ald. Stewart in this.

Ald. Beckwith was also opposed to it. There should be no difficulty in getting up a petition without expense to the city.

The motion was lost.

The annual loan by-law was then reconsidered, adopted and finally passed.

Ald. Yates brought up the question of the appropriation of $1,600 for borings in connection with the Sorby scheme. He was in favor of the whole sum of $3,000 being voted subject to the confirmation of Mr. Sorby's figures.

Ald. Stewart thought it was quite plain that after yesterday's conference the city would be justified in going slowly.

Ald. Beckwith started to make a long speech criticizing the conference, but was called to order by the Mayor, who advised a special meeting of the board to deal with the matter.

Ald. Williams then wanted to know if the promoters of the Victoria-Chilliwack railway had been asked to pay for submitting that by-law to the people.

The Mayor explained that such a provision was in the by-law but had been struck out.

The council then took a recess and proceeded with the inquiry into the work of the fire department on the evening of the fire on Chatham street, when a quantity of hay was burned belonging to M. Baker & Son.

City Solicitor Bradburn conducted the case for the city and Mr. J. P. Walls appeared for Mr. Baker.

Mr. Walls contended that the defective arrangements of the alarm system on the night in question resulted in serious delay in the department reaching the scene of the fire—25 minutes having elapsed.

Mr. Walls then called Mr. Baker, and Mr. Bradburn insisted that he be sworn. This being done, Mr. Walls examined the witness. He had 100 tons of compressed hay in the large barn on Chatham street on the night of the fire. In an adjoining barn were some potatoes. He was rather late getting to the fire. When he saw Chief Deasy he said to him, "You must have got here late." "Yes," replied the chief, "I went over the Bay to look for it, and gave orders to the firemen not to leave until I came back." He protested against water being thrown on the hay, as it would not burn, but the Chief persisted in throwing water upon it. He did not think compressed hay would burn, and called the attention of the Chief to that fact. He produced insurance papers to show how good a risk hay was considered. They continued to play upon the hay for hours afterwards. The hay was not insured. His loss was about $1,500.

Mr. Bradburn cross-examined the witness. The place which first caught fire was a saw mill. He did not know that the floors had been saturated with oil. The scene of the fire was about 300 yards from the fire department headquarters. The fire burned in the hay for perhaps an hour. There was a north wind blowing that night, and it was a pretty good fire. He did not know that any of the hay had been removed since. The fire was under control when he had the conversation with Chief Deasy. Water had been put upon the hay when he arrived, but the bales were not charred. There was not much damage done by the flames after he got there, but the hay was damaged by the water. They poured water on all night. He protested, but could not stop them. The Chief said he was going to run that himself. He did not tell the Chief to throw water on the building in which the hay was stowed. He would swear that the Chief said if he could have got there in time he could have saved the building. He had another conversation with him next morning. Richard Hall, M. P. P., was with him on the latter occasion. He had intended to insure next morning. Hay would not burn, but he would insure against damage by the fire companies. (Laughter.)

Geo. Copeland was the next witness. He had apprised Mr. Baker of the fire. He corroborated Mr. Baker's statement in regard to the conversation with the Chief. He had gone from Rock Bay to Mr. Baker's house and when he returned the fire was under control. He was sure it was the Chief with whom he and Mr. Baker had had the conversation.

Cross-examined by Mr. Bradburn—He heard the fire alarm at 10 p.m., but had not heard the one at 9:45 p.m. It took him only a few minutes to get to the fire. The roof had fallen in when he left to go to Mr. Baker's. It was not surprising that water should be poured upon the building in which hay was stored at the time he was at the fire first. He could not tell the size of the building.

To Mr. Walls—They were playing water on the hay even the morning after the fire.

Mr. Baker was recalled at the request of Mr. Bradburn. The two buildings burned covered the entire town lot.

Mr. Bradburn in summing up said that the evidence of the witness Copeland exonerated the brigade. It was shown that they had acted prudently and promptly in order to prevent the fire from spreading. He thought there was no basis for the charge that there was a wanton destruction of property.

Mr. Walls contended that the department was justified in pouring water on the building in which the hay was stored at the height of the fire, but not afterwards.

Ald. Beckwith thought that the gravest feature disclosed by the inquiry was the faulty alarm system. This was a matter which ought to be gone into fully. He thought it advisable to have the inquiry adjourned.

Chief Deasy asked that the inquiry be proceeded with, but it was decided to adjourn until Friday evening.

THE WHOLE SECRET

Of the Remarkable Success of a Remedy for Indigestion and Stomach Troubles.

A new remedy which may revolutionize the treatment of stomach troubles has been placed before the public and bears the endorsement of many leading physicians and scientific men.

This preparation is not a wonderful discovery nor yet a secret patent medicine, neither is it claimed to cure anything except dyspepsia, indigestion and stomach troubles, with which nine-tenths of our nation are more or less affected.

The remedy is in the form of pleasant tasting tablets or lozenges containing vegetable and fruit essences, pure aseptic pepsin (free from animal impurities), Golden Seal and diatase. They are sold by druggists under the name of Stuart's Dyspepsia Tablets.

Many interesting experiments made with these tablets show that they possess remarkable digestive power, one grain of the active principle in one of Stuart's Dyspepsia Tablets being sufficient to thoroughly digest 3,000 grains of lean meat, eggs, oatmeal or similar wholesome food.

Stuart's Tablets do not act upon the bowels like after-dinner pills and cheap cathartics, which simply irritate and inflame the intestines, without having any effect whatever in curing indigestion.

If the stomach can be rested and assisted in the work of indigestion it will very soon recover its normal vigor, as no organ is so much abused and overworked as the stomach. This is the secret and the whole secret of the remarkable success of Stuart's Dyspepsia Tablets, a remedy practically unknown a few years ago, and now the most popular, safest and most widely sold of any treatment for stomach weakness.

This success has been secured entirely upon its merit as a digestive, pure and simple; because there can be no stomach trouble if the food is promptly digested.

Stuart's Dyspepsia Tablets act entirely upon the food eaten, digesting it completely, so that it can be assimilated into blood, nerve and tissue.

Every drop of blood, every bone, nerve and tissue in the body can be renewed in but one way, and that is from wholesome food properly digested. There is no other way, and the idea that a medicine in itself can purify the blood or supply new tissues and strong nerves is ridiculous and on a par with the fol-de-rol that dyspepsia is a germ disease, or that other fallacy, that a weak stomach which refuses to digest food can be made to do so by irritating and inflaming the bowels by pills and cathartics.

Stuart's Dyspepsia Tablets cure dyspepsia, water brash, sour stomach, catarrh of the stomach, gas and bloating after meals, because they furnish the digestive power, which is the one thing that weak stomachs lack, and unless that lack is supplied it is useless to attempt to assist it by the use of "tonics," "pills" and cathartics, which have absolutely no digestive power and do not claim to have any.

The regular use of one or two of Stuart's Dyspepsia Tablets, after meals, will demonstrate their merit and efficiency better than any other argument.

They are sold by druggists everywhere, and a little booklet on cause and cure of stomach troubles will be mailed free by addressing F. A. Stuart Co., Marshall, Mich.

Rail to the North.—The committee appointed to push the project for the building of a railway to the north end of the island, held a preliminary meeting yesterday to take into consideration what steps are necessary to commence a systematic agitation for the consummation of the scheme.

Fire Department Inquiry.—The inquiry into the action of the fire department on the night of the fire on Chatham street, when the old Gray mill was burned, will be resumed at the session of the council on Friday evening next. Chief Deasy with a number of witnesses is prepared to proceed with the task of exonerating the department.

Itching Piles

Torture twenty-five per cent. o all men and women.

If you are one of the twenty-five and have not yet used Dr. Chase's Ointment, this announcement will prove of great benefit to you, provided you profit by the advice given and procure this remedy without delay.

The record of cures established by Dr. Chase's Ointment is unparalled in the history of medicine in Europe or America. It has never yet been known to fail to cure piles of any description whatever.

The first application stops the itching, and continued use will absolutely rid the system of this torturing and loathsome disease.

There's not a town or village in Canada where Dr. Chase's Ointment has not made many cures. Ask your neighbors about it. Few families are without it in the house.

Dr. Chase's Ointment is beyond doubt the world's greatest cure for itching skin diseases. It is invaluable to women as a cure for the itching to which they are subject. It drives away pimples and blackheads and beautifies the skin. It stands pre-eminent as the only guaranteed cure for piles. 60 cts. a box, at all dealers, or Edmanson, Bates & Co., Toronto.

Mother's favorite remedy for croup, bronchitis, asthma, coughs and colds is Dr. Chase's Syrup of Linseed and Turpentine. 25 cents a bottle.

Legislation at A Standstill

(Continued from Fifth Page.)

Mr. Speaker held that the objection had been not well taken, inasmuch as the rule quoted referred only to resolutions directly imposing a charge upon the people. The resolution before the house merely reported a bill which had subsequently to go through its first, second and third readings, and did not involve a direct charge upon the people.

From this ruling Mr. Higgins announced that it was his intention to appeal. He was proceeding to elaborate his reasons, when Mr. Speaker called:

"Shall the Chair be sustained?"

Mr. Higgins refused to be thus deprived of his right to state his position, and insisting upon his right, was permitted to proceed. He maintained that by the authority quoted all resolutions reported from committee of the whole upon recommendation of the crown should be considered on a future day set by vote of the house. He asked Mr. Speaker to read the section carefully, and give the house the benefit of his experienced and unbiased mind in its interpretation. If Mr. Speaker would let the light of his intellect shine upon the matter, he was sure that the point would be clear to him as well sustained. He confessed that he had been a little in the fog at first, but now saw the matter in perfect clearness.

Mr. Pooley cited page 529 of May in support of the position taken by his colleague, the reading of the authority being interrupted by Mr. Joseph Martin's call of "Louder!" Mr. Pooley's response being, "Take your book and follow me." Mr. Pooley contended that while taxation was not the direct object of the resolution, it was subsidiary, and the objection therefore held.

Hon. Mr. Semlin thought that expense was merely incidental, and that the point could not be held to properly apply.

Hon. Mr. Henderson took exception to Mr. Pooley's argument, and contended that it had been the bill, not the resolution to adopt the report of the bill, which bore the government's recommendation—and that therefore the point raised was inapplicable. Mr. Higgins had said that he had got out of the fog, but to him (Hon. Mr. Henderson) it seemed that he was still very far from the sunshine yet. It appeared that the fog was still around him.

Mr. Higgins—Well, your attempts at explanation only make it denser. (Laughter.

"If the government has not recommended the resolution before the house, said Mr. Booth, addressing himself to the Attorney-General, "what has it recommended?"

Mr. Pooley observed that if the Attorney-General's new hand was well taken, then the bill was improperly before the house. The government was clearly wrong, either in one way or the other.

Mr. Joseph Martin thought that after what had been heard from the Attorney-General the house need not be at all surprised to have that gentleman arguing that black is white.

Discussion then terminated, the Chair being sustained, 19 to 18, and the report being adopted on the same division.

On the motion for first reading of the bill, Mr. Higgins again objected, on the same ground as before. The motion was ruled in order, and the reading carried, the second reading being set for to-day (Wednesday).

During the discussion of these matters, Captain Irving had several times risen on a question of privilege, and becoming insistent, the Speaker informed him that he would have his opporunity so soon as these motion were disposed of. "All right," said the commodore, resuming his seat, "but don't you adjourn this house till I get through."

On the opportunity being afforded, Capt. Irving brought to attention a publication in Vancouver Saturday Night, giving a brief biographical sketch, with portrait, of himself, the article containing the statement that although a jolly good fellow he was no orator. It was this latter statement that he chiefly objected to, with many graceful wavings of his eloquent upraised hand.

"That is scarcely a matter of privilege," observed Mr. Speaker, indulgently.

"A libel possibly," suggested the Attorney-General.

Modesty prevented the genial member for Cassiar from reading the whole of the biographical article complained of, so the paper and reading were transferred to Mr. Prentice, who did the subject ample justice, amid the plaudits of both sides of the house and the galleries.

ADJOURNMENT FOR SAFETY.

It was 4 o'clock when the Premier moved the adjournment of the house, having some time previous intimated that there would be no night sitting in putting the preliminary resolution to the house in these words:

"In carrying out the suggestion that I made yesterday, that we should determine if possible to dispose of the redistribution bill before going on with anything else, it will be very desirable that we should get on with the second reading of this bill to-morrow, and in order to effect that I beg to move that the house at its rising do stand adjourned till 2 o'clock to-morrow."

The preliminary motion was agreed to, but on the motion to adjourn Mr. Booth protested.

"What does this mean?" he asked. "With pages of the order paper filled with important business, is it right that we should come here from day to day to accomplish nothing practical? Why cannot we get on with business? Has it come to this—that we have got a premier dominating the house at his merest caprice?"

Col. Baker also opposed the motion, directing attention in the course of his argument to the contradictory stand the government had taken upon Mr. Martin's resolution dealing with the redistribution question, and maintaining that no other business should be transacted until this was disposed of. The government would not accept this resolution, but had moved an amendment to it—yet here they were virtually doing exactly what the third member for Vancouver had demanded that they should. The members of the government had confessed that this gentleman dominated the government last year, and they were now showing by their actions that he was still the dominant force, and adjourning all other business at his dictation.

Mr. Turner reminded the government of their contention earlier in the session when he had asked that a want of confidence resolution in his name should stand over for a single day. The Premier had then declared that no government could permit such a motion to remain on the orders while other business was proceeded with, as it was, so long as it appeared, a standing advertisement to the country that the government was discredited. The ministers appeared to have quite forgotten their declaration on this subject, as they were now quite willing to allow the censure motions to remain on the paper in preference to testing their strength by a vote.

MUNYON'S HEADACHE CURE

Cures Headaches of all Kinds in Three Minutes

One or two doses will stop Sick Headache, Neuralgia, Headaches from Indigestion, Nervousness, Overwork, Colds, Intemperance, Constipation, Railroad or Ocean Travel, Habitual Headache, Headaches of Children, and, in fact, all forms of Headache.

Those who suffer from headache from late suppers or immoderate eating or drinking will find in these tablets immediate relief, and a grateful tonic to the overworked stomach and jaded nerves.

A separate cure for each disease. At all druggists, mostly 25c a vial.

Personal letters to Prof. Munyon, 1,505 Arch st., Philadelphia, Pa., U.S.A., answered with free medical advice for any disease

Mr. McPhillips thought this motion and the incidental circumstances open to but one interpretation—that the government admitted that it no longer enjoyed the confidence of the house, and therefore proposed to pass this one measure and go to the country. Indeed it had been freely stated that this was the case. A redistribution act was not of value under any other circumstances. It was not such an act as would possess the slightest value in the abstract through being placed upon the statute book. An election should closely follow a redistribution, as conditions changed so quickly that a perfectly fair measure now would perhaps be quite the reverse two years hence, when in the ordinary course the legislature would terminate. Such being the facts, he held that either the public business should proceed or that the Premier should state plainly that it was the intention of the government to go no further, but appeal to the country. He understood that this was the intention, but thought the time had come for the Premier to make a formal declaration to this effect.

Mr. Eberts held a somewhat similar view, interpreting the government's change of front in the matter of want-of-confidence motions to the ever-present fear of dismissal. The fact was that the government found itself confronted by two resolutions of want of confidence and also by a large amount of public business, in either of which defeat stared them in the face. To escape this and retain power until the last moment, they were adopting the expedient of wasting the time of the house. The Premier could not go back upon his own declaration that when a want-of-confidence motion appeared on the order paper it was the duty of the government to test the feeling of the house upon it before proceeding to any other business; indeed, they were open to fresh censure if they pursued any other course, this being Hon. Mr. Semlin's own declaration. The Premier and every honorable gentlemen opposite were quite well aware that the only object of the government in this reckless gerrymander bill was to so arrange constituencies as to accomplish their retention of power by trickery. Yet he would bet any amount of money that the desperate ruse would not be successful. He would wager any amount of money that the government would not stay in—

Hon. Mr. Henderson—How much do you want to bet?

Mr. Eberts—Well, I'll bet you a hundred dollars.

Mr. Speaker rapped loudly for order.

Hon. Mr. Henderson—You'll bet a hundred dollars?

Mr. Eberts (with much animation)—I'll give you ten to one you can't last five minutes if you bring those want-of-confidence motions to a vote.

Continuing his argument, the member for South Victoria declared that if the government attempted to act as it was now acting it could not expect to hold the confidence of the country. It was quite evident that public interests had been quite forgotten. All the government sought now was to pass this gerrymander in favor of certain members of their own ilk, with a view to getting back the power that they know to be lost. For this they were willing to drop all else. They know they could not carry their important public measures, but they were willing that these should go by the board, as well as the private bills—they were willing to drop the Coal Mines bill, the Liquor License bill and all the rest, in order to get through this gerrymander, by which they hoped to hold on to power—though they would not. They would find themselves most mightily mistaken. They were not proposing a fair measure of redistribution. They knew they were not, and the country knew it. They merely proposed to gerrymander the country, so that no one on the opposition side, and no part of the country that had favored the opposition, could get a fair chance. This was not what the late government had done. That government in the bill of 1898 had been honest and sincere in the desire to give the country the best and fairest measure of redistribution that could be devised. He thought even the gentlemen opposite would admit it was a good bill and an eminently fair one.

"No," came in a chorus from the gentlemen opposite.

"Do you not admit that it was a thoroughly fair bill under the conditions that then existed?" asked Mr. Eberts.

"No," said Mr. Macpherson.

"You know it was a fair bill," said Mr. Eberts. He was proceeding with a vigorous arraignment of the government of the government upon this text, when Hon. Mr. Cotton interjected, sotto voce:

"Now, don't give us a stump speech."

Mr. Eberts was proceeding to deal with this interruption, when Mr. Speaker rapped for order.

"Do you propose, Mr. Speaker, to take no notice of such impertinences?" asked Mr. Eberts. Then to Mr. Cotton: "Never mind about the stump speeches. I'll call you down properly in good time."

Mr. Joseph Martin was heartily in favor of the course adopted by the government—(government cheers)—but he did think that the government under the existing circumstances when it was taking what was certainly an extraordinary course, should give the house some declaration as to the procedure it proposed to follow. He would support the government in its course, but he found it very difficult indeed to support any government that apparently had not the courage to explain to the house what it intended doing in the future, considering the very acute stage in which matters were.

Mr. Helmcken said that in opposing this motion to adjourn, he thought it right to state that the members on the opposition side were grievously disappointed to think that the house had practically done no business at all. Only a little time ago the members of the government side were so anxious to get back to Vancouver or some other part of the Mainland that they insisted on night sittings even when asked not to hold them. They then protested that time was being wasted, yet to-day they refused to go on with any business at all. What he wished to particularly refer to was the legislation re the Mongolians. The Finance Minister had read a telegram regarding the Chinese. The object of his (Mr. Helmcken's) opposition was simply this: He had on the motion paper a notice and a question dealing with this subject. He wanted to know, the house wanted to know, and the country wanted to know the position the government proposed to take with regard to this question, the legislation in regard to Chinese and Japanese. It might be that the procedure now about to be adopted had for its ulterior object a move so that the house might not have the privilege of seeing the papers that he was asking for in his notice. This would have a very important bearing, for the government had stated that none of the private bills would be allowed to go through until there was some definite statement as to the policy to be adopted regarding the Chinese and Japanese. He understood that the bill now before the house was to be forced through at all hazards and of course the members would have to leave these private bills unattended to and this Chinese and Japanese business unattended to without any explicit statement from the Premier. The house should have some definite statement not only with regard to the course the government intended to pursue in the future but also upon this question. In the absence of that he must protest against frittering away the time of the house in this way.

Mr. Helgesen contended to the charge of wasting time that the shoe was on the other foot. The opposition had taken up five days debating the address in reply to the speech from the throne, when it had asked the house not to hold night sittings when some of its members had tickets for the theatre or somewhere, and in other ways had kept back business. Now all at once the hon. members opposite were in a terrible hurry to get on. Just when it was necessary that the house should go on with this Redistribution bill the opposition wanted to discuss other matters. The members opposite did not seem to be in a hurry to go on with the Redistribution Bill. Mr. Higgins tried to defer the introduction of the bill not only to-day but yesterday as well

Mr. Speaker—"Order. Are you ready for the question.

The question was agreed to with only a few dissentients and the house rose shortly before four o'clock.

NOTICE OF MOTIONS.

By Mr. Joseph Martin—To introduce a bill to amend the Masters and Servants' Act, contained in chapter 43 of the Statutes of 1899.

By Mr. McPhillips—To move for a return of correspondence (telegrams and letters) which may have passed between the provincial government or any members thereof and any officers of the government relating to the sending of Constable Kelly from Nelson to Slocan, the arrest by Kelly of the secretary of the miners' union there, and the subsequent release of this man upon bail, followed by Kelly's withdrawal from the Slocan and his subsequent resignation.

By Mr. Prentice—To introduce a bill to amend the Inspection of Metalliferous Mines Act, 1899.

QUESTIONS TO BE ASKED.

By Mr. McPhillips—Is it the intention at an early date to have the various acts of the water commissioners, acting under the Water Clauses Conservation Act, and exercising the powers of the Lieutenant-Governor-in-Council, approved by the Lieutenant-Governor-in-Council.

By Mr. McPhillips—1. What is the explanation of the change of proceeding in the Slocan that followed the action of Constable Kelly in arresting the secretary of the miners' union. 2. Has it been determined upon that it is unwise and against the public interest to oppose any line of action decided upon by the miners' union, although it is in contravention of the law?

FEES FOR LAWYERS.

In the return presented in the legislature by Hon. Mr. Henderson, the sums paid during the past year for legal "services" are set forth as follows: Gard, Hall & Rook, $3,304.79; Bodwell & Duff, $1,088.50; A. L. Belyea, $1,120; J. Murphy, $100; G. F. Cane, $85; J. Elliott, $455; Fell & Gregory, $120; W. M. Gray, $102; A. W. MacNeill, $10; F. Higgins, $140; H. S. Cayley, $20; A. C. B. Jack, $315; G. E. Powell, $139.75; J. S. Yates, $25; Langley & Martin, $75; J. D. Swanson, $110; R. W. Nuzzan, $600; H. L. Edmonds, $15; A. S. Black, $15; C. H. Barker, $75; J. A. Macdonald, $40; C. Robinson, $750; Fulton & Ward, $10; W. A. Galliher, $215; W. H. Edmonds, $34; P. W. Wilson, $15; F. Billings, $90; MacNeill & Deacon, $190; T. O'Brien, $15; Yates & Jay, $60; Morrison & Dockrill, $100; E. M. Yarwood, $15; and Gallagher & Wilson, $15.

PERSONAL.

J. Isley Mutter, of Somenos, is at the Dominion.

S. Barber, of Vancouver, is at the Dominion.

Mr. Blee and wife, of Vancouver, are at the Dominion.

A. St.Geo. Hamersley, city solicitor of Vancouver, is at the Imperial.

P. Phillips leaves for the North on the tees to-day. He goes through to Dawson.

Geo. H. Allan and wife are at the Dominion. Mr. Allan is the advance agent of the Georgia Minstrel Company.

J. M. Scott and wife, of Revelstoke, are at the Victoria.

C. H. Barnett, of the Olympia Cafe, Seattle; Mrs. Barnett and Mrs. Smith are guests at the Driard.

T. J. Watson, recently appointed agent for the C. P. N. Co. at Skagway, leaves for the North to-day.

F. W. Martineau, in advance of the Blanche Walsh and Melbourne Macdowell Company, was in the city yesterday. The company appears here March 2 and 3.

C. S. Ruggles and A. McCarthy, of San Francisco, are guests at the New England.

Capt. C. Waldbruhn and E. J. Conway, of Chemainus, are at the Victoria.

Among the commercial men registering at the Victoria last night were: J. Maitland, R. J. Hannah, M. Moses, J. J. Allen and R. E. Gibson.

S. Cahr, of Cahn and Cohn, who purchased the wrecked collier Miami, and Ira Bronson, a Seattle lawyer, arrived from the Sound yesterday morning and left immediately for the scene of the wreck.

H. Byers and wife, of Nelson, and Mrs. F. A. Ladd, of Yarmouth, N.S., arrived from the Sound yesterday and left this morning for the East, Mrs. Byers having received news of the death of her father.

G. W. Benson and Pierre Duryee, of the American Hotel Register Company, are guests at the Driard.

JOHNSTON'S FLUID BEEF

J. F. B. contains all the nourishing properties of Beef.

J. F. B. is Invaluable in the sick roomr

J. F. B. is most Palatable and Invigorating.

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NOTICE

To intending purchasers of land suitable

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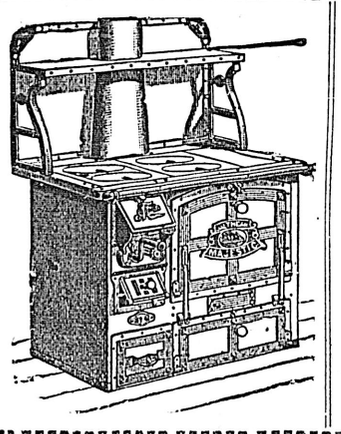
Farms & Chicken Ranches
Nurseries & Market Gardens
Orchards & Milk Ranches
OR Suburban Homes.

The CLOVERDALE FARM ESTATE consists of some 400 acres, lying immediately north of Tolmie Avenue, between Saanich Road and Cook Street. Quadra street, a well-graded street, runs through the property, the city water main following the line of Cook street. Portion of it lying on the city boundary line has been divided into one and five acre blocks, suitable for SUBURBAN HOMES, and offers some splendid lots for building, and at the figures we can sell at it would PAY YOU TO INVESTIGATE and buy an acre or two, instead of one lot in town. The balance has been divided into 8, 10, 12 and 20 acre pieces SUITABLE FOR FARMING, GARDENING, etc. There is a variety of soil to choose from, some of it being as GOOD LAND as you could possibly want. The bulk of the land is only TWO MILES FROM THE CITY HALL. This is a VERY GREAT ADVANTAGE, as you can dispose of your produce to the private consumer and get the highest market prices. THERE IS MONEY IN WORKING a piece of land so situated, as good prices can always be obtained off the consumer for milk, butter, eggs, etc. We are offering the land at EXCEPTIONALLY LOW FIGURES. After a certain proportion is disposed of the PRICES WILL BE RAISED, as the owners cannot afford to sell much at the present figures. The PRESENT PRICES make quite a consideration to purchasers, and if for nothing else you ought to buy it as it would be a GOOD SAFE INVESTMENT. EASY TERMS will be given to those who wish it, deferred payments at 6 per cent. Further particulars will be willingly given.

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The Great Majestic Range has no superior. It does its work right. It is a great fuel saver. You cannot break it. It will last a lifetime.

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CHEAPSIDE,
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Clearance Sale of Waterproofs for Men and Boys

ARTHUR HOLMES 78 YATES ST. Corner Broad

FINE JOB WORK AT THE COLONIST

After a hard day's work, there's nothing so refreshing as a cup of good hot Blue Ribbon Ceylon Tea.

Howe Sound's Copper Millions

Spokane Worked Up Over Prospective Magnitude of Coast Mining Industry.

Reiterated That Ore in Sight Would Supply Large Smelter for Ten Years.

C. B. Strong, of this city, who has recently returned from a trip to the coast of British Columbia, reports that the new copper mining district on Howe sound, near Vancouver, is attracting a great deal of attention and gives promise of developing some of the best copper producing mines in the world.

The district, which is a comparatively recent discovery, lies in the mountains both east and west of the sound, and is believed to be a part of the mineral belt which runs west to Texada Island, where the well known Van Anda mine and three other shipping properties are located.

Mr. Strong was much impressed with the excellent showing made by the district, and has become interested with a party of capitalists and mining operators from this city, Seattle, Vancouver, Rossland, Butte and Libby, Montana, which is incorporating a company to be known as the "Britannia Copper Syndicate," for the purpose of developing a group of seven claims known as the "Britannia Group."

SAMPLES OF THE ORE.

Mr. Strong brought with him a number of ore samples taken from the group and has had assays made from them which are very satisfactory. A general sample taken across the entire ledge where exposed by a crosscut tunnel at 130 feet depth gave returns of $20.06 per ton, while a fair sample of four feet of the ledge assayed $77.84. The ore contains as high as $5 in gold and silver, although the values lie chiefly in copper. On a sample taken from the surface an assay of $41.22 was obtained. The ore is a chalcopyrite of good concentrating character and mostly desirable for smelting purposes.

Thus far only about 400 feet of underground work has been done on the property, but nature has so exposed the ore body at various points that hundreds of thousands of tons of pay ore can be quarried from the ledge where it is exposed on the surface.

A WONDERFUL SHOWING.

"It will be one of the greatest copper mines on this continent, if our surface showings count for anything," said Mr. Strong last evening, "and if the ore proves continuous with depth, the discovery of this district will eventually add 25,000 to 50,000 people to the population of British Columbia. Already prospectors are going there in droves, although they have to work on four feet of snow, which usually lies there until July. Mine operators and experts from all parts of the country have visited the property within the past few weeks, and have without exception been favorably impressed, many of them saying that they have never seen a showing of such magnitude. We have already had propositions looking to the establishment of a 500-ton smelter if we will accept a $6 rate, but we expect to do much better, as the ore is of such a character as to make it easily treated, containing a large percentage of sulphur and iron.

HUGE BLUFFS OF ORE.

"You have no idea of the amount of ore in sight. To illustrate, there is at one point a bluff as large as the blocks on the south side of Riverside from Post to Mill street, the face of which, and as far back as half way from Riverside to Sprague avenue, is solid ore, which will average $20 per ton, assay value. A telegram from the superintendent to-day advised me that the vein at this point had been stripped, showing 120 feet in width, and he didn't know how much wider it would prove. Our group contains 300 acres of land, consisting of the Fairview, Edith Fraction, Jane, Clifton, Heather Fraction, William and Mineral creek claims, all of which lie on the main ledge, which apparently carries quite uniform values throughout, not only our claims, but those adjoining. I have personally gone over the vein through four feet of snow for about 1,000 feet, and at the various points where it had been opened up, either by human agency or by force of nature, splendid copper ore was invariably exposed.

"It is estimated by competent men that there is sufficient ore now in sight to supply a large milling and smelting plant for 110 years, without drawing upon the underground resources of the group. If the ore goes down, and there seems no reason to doubt its perpetuity, the only property in the northwest which we can compare it with is the great Anaconda of Butte, which, having an ore carrying almost equal values with the Britannia group, has paid since 1880 $198,000,000 in dividends.

EASILY WORKED.

"Another remarkable feature of this property," continued Mr. Strong, "is its admirable location with reference to working conditions. The mountains are covered with magnificent timber. The Britannia creek affords an inexhaustible supply of water and unlimited water power, the ledge can be tapped at a depth of 1,000 feet by a short tunnel, and is only three miles from a deep water harbor, and coal, coke, fluxes, etc., may be delivered at Britannia landing without more than 60 or 70 miles water carriage.

"I expect to return to Vancouver shortly, accompanied by a small party to see the property. Vancouver citizens take comparatively little interest in mining, having, I suppose, been 'wild-catted' to death, but they are feeling considerably chagrined at the thought of Spokane people taking such a prize from under their very noses, as it were. To the sagacity and enterprise of Howard C. Walters of this city must be given the credit for placing in Spokane the control of what bids fair to be one of the famous mines of the world."

Finance and Commerce

STOCKS IN NEW YORK.

New York, Feb. 20.—The news of the day so far as it affected values of securities was all favorable, but it failed to attract any demand for stocks from the general public. The bears were inclined to make ventures, but while they succeeded in effecting large declines in a few special stocks, they failed to induce any general liquidation. London was disposed to buy stocks here, and while the volume of the buying was not important the tendancy was considered to be so in view of the condition in the exchange market and the approaching loan for war purposes to be placed by the British government. The tendency of railroad stocks was upwards at the start and there was special strength where receipts showed a high level of earnings. Closing prices:

Amn. Tob.	110
Amn. Sugar	112¼
Anaconda	45⅛
A. T. & S. F. all paid	20⅜
B. & O.	62⅝
B. R. T.	73¼
Can. Pac.	99
C. B. & Q. xd	124
Chicago Gas	102⅝
C. R. I. & P.	108¼
C. M. & St. P.	123⅛
Cont. Tob.	33½
Cons. Gas, N.Y.	93
Col. Fuel & Iron	85½
D. & L.	184¾
D. & H.	116¾
Denver & Rio G.	72½
Fed. Steel	55½
Gen. Elec.	128
J. C.	117½
L. & N.	82¼
Met. Trac.	128¾
N. P. com. new	53⅛
N. P. pfd.	74½
N. Y. C. & H.	134¼
N. Y. L. E. & W.	12¾
P. M.	37
Pressed Steel pfd.	86¾
P. & R. all paid	18½
Sou. Ry. com.	12
Southern Pacific	39
T. C. & I.	100¼
Tex. & Pac.	16⅜
U. S. Leather	16⅛
U. P. com.	50½
W. U. Tel.	84
Com. Cable in Montreal	169

London, Feb. 20.—C. P. R. 101¼, G. T. R. first paid, 91¾, N. P. pfd. 76½, N. P. com. 54¾.

MONEY AND METALS.

New York, Feb. 20.—Money on all nominal at 2@2½ per cent.; prime mercantile paper 4@5 per cent. Sterling Exchange easier at $4.87⅝@7⅝ for demand and at $4.84½@½ for sixty days; posted rates $4.85@$4.88¼. Commercial Bills $4.83½@¾.

Silver Certificates 59¾@60¾c.; Bar Silver 59⅝c.; Mexican Dollars 47½c.

Copper dull; brokers $4.45; exchange $4.70@$4.75. Tin easy; straits $31.25@$31.50; plates steady. Spelter easy; domestic $4.60@$4.65. Rosin steady; strained common to good $1.75. Turpentine quiet; 55½@56. Pig Iron dull; Northern $20@$24; Southern $19.50@$24.

PRODUCE AT CHICAGO.

Chicago, Feb. 20.—Leading futures closed as follows: Wheat—Feb. 66¾c., May 68c., July 68¼@68⅝c. Corn—Feb. 33½c., May 35⅛c., July 35½c.

THE BOYS' PROTECTORATE.

An Interesting Programme Arranged for the Concert and Entertainment.

The following is the programme of the entertainment and concert in aid of the Boys' Protectorate to be given on Monday, 26th, in A.O.U.W. hall, by Mrs. Bridges' pupils, assisted by Miss Iona Penketh, Lily and Kate Maynard, Leslie McDonald and Mr. Brooks.

Trio, piano and violin—"Fairy Queen"
Misses Morris Bridges and Mrs. Brooks
Song—"My Dream of You" ..... Miss Tona Penketh
Violin duet—"I Know a Bank" ..... Misses Lily and Katie Maynard
Piano solo—"Petite Valse" ..... Miss Lulu McDougal
Song—"Fairer Than Morning" ..... Miss Daisy Bridges
Piano solo—"Rose Sans Epines" ..... Miss Mabel Levy
Song and dance—"Phoen" ..... Miss Lulu McDougal
Piano solo—"The storm" ..... Miss Nora Whitfield
Song—"When the Stars Look Fondly Down" ..... Miss Addie Morris
Violin solo—Selections from "Maritana" Mr. Brooks, accompanist Miss Bridges
Song—"Jovial Peasant" (in costume) ..... Miss Bessie Whitfield
Cake Walk ..... Two Louisianians
Song—"Fly Forth, O Dove" ..... Miss Lulu McDougal
Recitation—"Remember the Maine" ..... Mr. Leslie McDonald
Song—"Queen of the Earth" ..... Miss Alice Bridges
Piano duet—"Auld Lang Syne" ..... Misses Annie McGregor and L. McDougal.
Song—"Up with the Flag" ..... Miss Nora Whitfield
Piano solo—"Playing Soldier" ..... Freddy Levy
Violin solo—Intermezzo from "Cavalleria Rusticana" ..... Mr. Brooks
Song—"The Message of the King" ..... Miss Nellie Whittington, accompanist Miss Bridges.
Piano solo—"Georgia Camp Meeting" ..... Miss Bessie Whitfield
Piano duet—Misses Lily and Katie Maynard

TABLEAUX.

Otto Roeder's Fairy Tales.
Pianists ..... Mabel and Freddy Levy
Fairy Queen ..... Daisy Bridges
Chorus—Alfie Oliver, Annie McGregor, Deanie Wilson, Hazel Ross, Lulu McDougal, Bessie Whitefield, Eva McDougal, Lena Levy, Martha Hemsky, Cissie Carroll, Leslie McDonald, Nellie Whittington.
First Tableau ..... "Cinderella"
Pas de Seul by Fairy Queen.
Second Tableau ..... "Sleeping Beauty"
Pas de Seul by Fairy Queen.
Third Tableau ..... "Dick Whittington"
"God Save the Queen."

All people who have teeth chew! though they don't all chew tobacco. Should you be one who does, try "Black Bass" Navy Chewing! It is a new brand and embodies all the old time excellences and other new ones peculiar to itself. It is splendid. "Black Bass" Navy Chewing Tobacco is Union made.

SONS OF FREEDOM.

When the proud lion, careless in repose,
Felt the vague stir of stealthy enemies,
He shook his main, and with dim-opened eyes
Forth casual peered—nor deemed of treacherous foes.
Hush, yet again! He pricks his ears; 'tis but
Some lone pedestrian saunt'ring thro' the dew,
Or homeward veering to a wretched hut
From dark-spent orgies with a lawless crew.
But hark! Now boldly menacing his den,
Arrive harsh sounds of horses and of men!

So Britain slept—so waked— and held her breath,
With straining ear to tease the lisping wind
For murmurous portents of a hostile mind,
Ere hurled she at the nearing hosts of death
Mighty defiance, and from every land
Garnered the royal harvest of her seed,
Whose duties—proffered to unvoiced command—
Pay true devotion in a mother's need,
As brave and strong, to guard imperial right,
They haste like meteors showering thro' the night.

Yes, from all climes they speed to Britain's aid,
And onward hold till that triumphant hour
When nations shall acknowledge Britain's power
Supreme of old, and not to be dismayed
By words or wounds; and all may witness bear
That 'neath the folds of our far-spreading sway
Justice is never blind, nor in our care
Shall freedom fail till earth's remotest day.—
See yonder motto flaming in the sky:
FALSEHOOD NE'ER LIVED, AND TRUTH CAN NEVER DIE

Victoria, B.C., Feb. 19, 1900. FREDERIC IRVING TAYLOR.
(Author of "In the Hour of Trial," Hearts of Empire," etc published in Colonist.)

"NORTH COAST LIMITED."

TITLE OF NEW TRAIN ARRANGED BY THE NORTHERN PACIFIC.

IT WILL CARRY AN OBSERVATION CAR BETWEEN PORTLAND AND ST. PAUL—MODERN IMPROVEMENTS.

From the Oregonian, Feb. 17.

General Passenger Agent Charles S. Fee of the Northern Pacific railway, who reached Portland Thursday, announced that April 29 his company will establish a double daily passenger train service between Portland, Puget Sound and the Twin cities, St. Paul and Minneapolis.

The morning train from St. Paul will leave at 8:55, after the arrival of the fast trains from Chicago, St. Louis and the East, running by the way of Butte, and will reach Portland at 7 a. m. The corresponding train will leave Portland at 11:50 a. m., by the way of Butte, and will reach St. Paul at 3 p. m., and will be known as the "North Coast Limited."

Train No. 3 will leave St. Paul as at present, 10:35 p. m., arriving at Portland at 8 p. m. Train No. 4 will leave Portland at 11:30 p. m., and arrive at St. Paul at 7:45 a. m. Both 3 and 4 will run by way of Helena. This schedule will continue in effect until November 1, and longer if the business justifies it. Trains 3 and 4 will carry the same equipment as present 1 and 2, first and second-class coaches, Pullman first-class and Pullman tourist sleepers and dining cars, with the usual number of mail, express and baggage cars. These trains will carry standard and tourist sleepers from and to St. Louis by the Billings route, the "Burlington," thus offering the public a service to the Missouri river country, St. Louis and intermediate territory, superior to anything heretofore established.

The "North Coast Limited" will be one of the handsomest and most complete passenger trains in the country. With its new 70-foot baggage and express cars, combination smoker, new first-class coaches, new Pullman tourist sleepers, handsomely upholstered in dark green leather, thoroughly modern first-class sleepers and elegant dining cars, all wide vestibuled, the train might be considered complete. Its chief attractions, however, will be the thorough lighting of the train throughout by electricity, including two berth lights for reading in each section, and an observation car more complete than anything of the kind heretofore constructed. This car, which will be 70 feet in length, with a wide and handsomely railed rear platform, will have 14 upholstered plush chairs, with writing desk and reading table in the rear end; a carefully selected library of 125 volumes; bath-room, barber shop and buffet in the centre, while in the rear, in addition to toilet rooms for men and women, there will be two smoking and card rooms, each furnished with six comfortable chairs and a folding table. These smoking or card rooms will be shut off from the remainder of the car, and so thoroughly ventilated that those addicted to the weed may indulge at leisure without attracting undue attention.

The Northern Pacific management realize that for short night runs, as for instance between St. Paul and Chicago, where there is no opportunity to enjoy the really interesting scenery, a library car meets the wants of the traveller, but on a transcontinental journey of 2,000 miles or more, where the passenger hopes to see something of the country through which he is passing, perhaps for the first time, they hold that the observation car is the car par excellence, and that nothing else will take its place. The "North Coast Limited" of the Northern Pacific will be run exclusively in the interest of passengers, and as a consequence the observation car will be kept on the end of the train for the benefit of the passengers who have paid their money and to the disgust possibly of the "private-car" tourist and railroad official who is so frequently seen in evidence. President Mellen says that neither his own private car nor the private cars of other officials or people will be hauled on this train.

Thus for the first time the transcontinental traveller is to have, and without extra fare or charge, a daily transcontinental passenger service absolutely superior to anything heretofore offered him either in the East or the West.

The Northern Pacific people feel confident their enterprise will be appreciated by the public, and that the large business they have heretofore enjoyed will be greatly increased.

The Northern Pacific passenger business of the past year has been very satisfactory, and it is showing a good increase right along. It will not seem out of place that the Northern Pacific railway should inaugurate this service, as they did the dining-car service, especially when it is borne in mind that the earnings of the passenger trains for the past year show a greater revenue per train mile than any other road in the United States or Canada.

Vancouver Business Directory

AUCTIONEERS.
JOHN RANKIN, Hastings street.
AUCTION ROOMS AND STOCK BUYER.

BANKS.
BANK OF MONTERAL.
BANK OF BRITISH COLUMBIA.

CANNING SUPPLIES.
JOHN LECKIE, 632 Granville street.

ELECTRICAL SUPPLIES.
CANADIAN GENERAL ELECTRIC CO., LIMITED, Vancouver. Electrical Supplies.

MILLERS.
THE BRACKMAN & KER MILLING CO. Ltd., mill stuffs, etc.

WHOLESALE DRUGGISTS.
HENDERSON BROS.

HARDWARE.
THOS. DUNN & CO., Ltd., 8 and 10 Cordova street.
E. G. PRIOR & CO., Ltd.

HOTELS.
BADMINTON HOUSE, rates $2 and $2.50.
STRAND HOTEL—Hastings Street.

PATENT ATTORNEY AND DRAUGHTSMAN.
TRETHEWEY & BRITTAIN, Bank of B. N.A. Building, Hastings street.

The Strand Hotel
On the European plan. Special rooms Commercial Men. Hastings street West. Vancouver, B.C.

COMMERCIAL HOTEL. Turkish Baths.
Best $2.00 a Day House in Vancouver
J. F. COSTELLO, Manager.

SCHOOL TEACHERS

Wanted, a teacher for the Chemainus school, on the 1st March.
D. W. MAINGUY,
Hon. Secretary Board of Trustees, Chemainus, P.O.

MUNICIPAL NOTICE.

Victoria and Saanich Railway Extension and Loan By-Law 1900.

I hereby give notice that such of the electors of the Municipality of the City of Victoria, as are entitled to vote on a by-law for raising money upon the credit of the Municipality, are requested to attend at the polling place, or places, of the ward or wards, of the said Municipality, at which they are so entitled to vote, on Wednesday, the 28th day of February, 1900, from 8 a.m. to 4 p.m. and to record their votes for or against the passage of the Victoria and Saanich Railway Extension and Loan By-law, 1900, a copy of which By-law is published in the Victoria Daily Colonist, and copies whereof are posted up at the City Hall, and at the Public Market Building, Cormorant Street, and also in each ward; and to take notice that said by-law will not be valid, or of any effect, unless the vote polled in favor thereof be at least a three-fifths majority of the votes polled.

The polling places are as follows, viz.: For the North Ward, Central Ward and South Ward will be held at the Public Market Building, fronting on Cormorant Street.

Given under my hand at Victoria, British Columbia, this 15th day of February, 1900.
WM. W. NORTHCOTT,
Returning Officer.

IN THE MATTER OF THE

Estate of Ada Minnie Eveleen Nesbitt

Late of Yates Street, in the City of Victoria, B.C., Deceased.

NOTICE is hereby given that all Creditors and other persons having any claims or demands against the said Estate are required to send in particulars of their claims or demands to the undersigned, on or before the 28th day of February next.

Dated at Victoria, B.C., this 13th day of February, A.D. 1900.

TUPPER & PETERS.
Solicitors for the Administrator, John Saunders Nesbitt.
Board of Trade Building, Bastion Square, Victoria, B.C.

A BY-LAW

To aid a Railway Company to be formed for the purpose of acquiring and operating the Victoria & Sidney Railway and extending the same, and operating a Ferry System between Sidney or the terminus of such extension on the Saanich Peninsula and some convenient point on the Mainland of British Columbia.

Whereas, under and by virtue of the "Municipal Clauses Act" the Council of every Municipality may from time to time make by-laws for subscribing for any number of shares in the capital stock of any incorporated railway and for exempting the yards and works of any such company from taxation for a term not exceeding ten years,

Provided that no shares shall be subscribed for any Company whose lines, bridges and works are not either wholly or in part within the limits of the Municipality;

And, Whereas, by certain Articles of Agreement bearing date the tenth day of January, 1900, certain powers, and privileges were granted by the Corporation of the City of Victoria to Joseph A. Sayward, David Spencer, Frederick B. Pemberton, William Munsie and Clement E. Renouf, (thereinafter called "The Trustees") and which said agreement is in the words and figures following:

Agreement made and entered into this tenth day of January, 1900, between the Corporation of the City of Victoria, in the Province of British Columbia, hereinafter called "The Corporation," of the first part, and Joseph A. Sayward, merchant; David Spencer, merchant; Frederick B. Pemberton, financial agent; William Munsie, merchant; and Clement E. Renouf, merchant; all of the City of Victoria, aforesaid; hereinafter called "The Trustees," and their assigns, of the second part;

Whereas, the Trustees are desirous of forming a company (hereinafter called and referred to as "The Company") for the purpose of acquiring and operating the Victoria & Sidney Railway and of extending the same into the business part of the City of Victoria, and also if found necessary or expedient to extend the same to some convenient harbor north of Sidney; for the purpose of establishing and operating a ferry system between Sidney or the terminus of such extension on the Saanich Peninsula and some convenient point on the Mainland of British Columbia, south, of the Fraser river and north of the International boundary, and also for the purpose of building, equipping and operating a line of railway from such point as aforesaid on the mainland through the Municipalities and Districts of Delta, Surrey, Langley, Matsqui, Sumas and Chilliwack, to the town of Chilliwack or Centreville, in the Province of British Columbia;

And whereas, for the purposes and for the benefit of the Company the Trustees have requested the Corporation to grant them certain rights, franchises, powers and privileges and to subscribe for and become the holders of shares of the capital stock of the Company to an amount not exceeding five hundred thousand dollars ($500,000.00);

Now therefore this agreement, in consideration of the premises and of the covenants hereinafter contained on the part of each of the parties hereto to be done and performed witnesseth as follows:

1. The Trustees shall and will immediately on the assent of the electors of the said Corporation being obtained to a by-law authorizing the Corporation to subscribe for shares of the capital stock of the Company petition the Legislative Assembly of the Province of British Columbia and the Parliament of Canada or either of them at the next ensuing sitting thereof to pass an act incorporating the Company hereinbefore referred to with an authorized capital of not exceeding two million dollars ($2,000,000.00), and for all the powers, rights, privileges and franchises necessary and proper to enable the Company most effectually to carry out the objects above set forth and such other objects as the Trustees may deem advisable.

2. That in the event of the passing of such an act by either or both of the said legislative authorities the Trustees shall in conformity with the provisions of such act and of the general Railway Act applicable thereto, organize the Company for the purpose of carrying out the objects aforesaid, and that immediately on the organization of the Company the Corporation shall subscribe for shares of the capital stock of the Company to the par value of five hundred thousand dollars ($500,000.00), and the Corporation shall thereupon be entitled and subject to all the rights and liabilities of shareholders in the said Company.

Provided, however, that the Corporation shall incur no liability in respect to its subscription for the said shares unless and until the Company shall have either by the sale of its shares at par, or by Municipal, Provincial or Federal bonuses, grants, or guarantees in aid of the construction of the said undertaking, or have had otherwise secured to it for the purposes of its undertaking, a sum of not less than three hundred thousand dollars ($300,000.00).

3. The Trustees hereby undertake and agree that the Company shall not in or by any special act of incorporation which may be obtained in respect thereof, or otherwise, vary or cause to be varied the provision of section 34, sub-section 5, of the British Columbia Railway Act. The shareholders of the Company (including the Corporation) shall be entitled to one vote in respect of each and every share held by them in the Company.

4. So soon as the matters mentioned in the first and second paragraphs hereof are carried out and the Company has acquired capital sufficient for its purposes, the Company shall forthwith acquire either by purchase, lease or otherwise, the property and assets of the Victoria & Sidney Railway Company, and shall proceed to construct a railway of standard gauge from some convenient point as aforesaid on the Mainland of British Columbia to the town of Chilliwack or Centreville by the route hereinbefore mentioned.

5. The Corporation hereby gives and grants unto the said Company the right and power to pass over, across and along such streets and highways of the Corporation as the Company and the Corporation may deem most suitable for such purposes, lying between the present terminus of the Victoria & Sidney Railway, on Hillside Avenue, in the said City of Victoria, and some point at or near the harbor front in the said City.

Provided, however, that no system of double tracking shall be permitted on any streets of the city, and that such extension of the said Victoria & Sidney Railway shall connect with the railway of the Esquimalt & Nanaimo Railway Company, and that the route of the proposed extension of the said Victoria & Sidney Railway and the construction thereof shall be subject to the approval of the Municipal Council, City Engineer or some other competent person appointed or approved by the Corporation, and all repairs, additions or alterations of the same shall be subject to the same approval.

6. The Company shall be liable for all damages arising out of the construction or operation of the works herein contemplated within the municipality.

7. If the Company neglect to keep its tracks or roadways between the same or crossing between and on each side of the rails and two feet on the outer side of each along the whole length thereof in said streets in good condition or to have necessary repairs made, the City Engineer or other proper officer shall give notice thereof to the Company requiring such repairs to be made forthwith; and if not made within a reasonable time the said City Engineer or other officer aforesaid may cause the repairs to be made and the amount so expended by the Corporation may be recovered against the Company in any court of competent jurisdiction.

8. The Company shall at its own cost and expense throughout the whole length of the Railway within the said City, cause the space between the rails and space of two feet on the outer side of each rail to be paved or macadamized as the case may be in conformity with the remainder of the street through which the said railway passes.

9. Before breaking up, opening or interfering with any of the said streets for the purpose of constructing the said railway the Company shall give or cause to be given to the Corporation at least thirty days' notice of their intention so to do, and that no more than 2,500 feet of the said streets shall be broken up or opened at any one time; and that when the work thereon shall have been commenced the same shall be proceeded with steadily and without interruption and as rapidly as the same can be carried on, due regard being had to the proper and efficient construction of the same.

10. During the construction of the said works due and proper care shall be taken to leave sufficient space and crossings so that the traffic and travel on the said streets and other streets intersecting same shall not be unnecessarily impeded, and proper lights or watchmen shall be provided and kept by the Company.

11. The location of the said railway in any of the streets shall not be made until the plans thereof showing the position of the rails and other works in each street shall have been submitted and approved of by the Municipal Council and City Engineer or other such officer as aforesaid.

12. All work in constructing such railway shall be done in a substantial manner and according to the most approved modern methods, and shall be subject to the supervision and approval of the City Engineer or other such officer or person as the Municipal Council of the said Corporation shall appoint for that purpose.

13. The Corporation shall and will at the request of and for the use and benefit of the Company at its option, of which twelve months' previous notice shall have been given by the Company to the Corporation, grant and demise for a term of not more than fifty years, at an annual rental not exceeding the sum of six thousand dollars ($6,000.00) per year, the buildings, grounds, improvements and appurtenances thereto belonging of the premises known as the City Market, more particularly known and described as Lots 594, 595, 597, 598, 580, 587, 588 and half of 589 of Block N. of the City of Victoria.

14. The lands and improvements of the Company within the limits of the Municipality of the City of Victoria shall be exempted from Municipal taxation of any and every kind whatsoever and for any and every purpose whatsoever by the Corporation, for a period of ten years from the completion of the undertaking.

15. The Company shall begin the construction of the said undertaking within two years from the date when the By-law hereinbefore mentioned shall have received the assent of the electors of the Municipality of the City of Victoria, and shall complete the whole undertaking ready for operation within three years from the date of the passing of the By-law, and shall continuously operate the same thereafter.

16. That part of the Company's undertaking relating to connection by steamer and ferry for passengers and freight between the terminus of the railway at or near Sidney and the Coast terminal point on the Mainland of British Columbia shall be complete and in operation at or before the time when the railway shall be constructed and ready for operation from such Coast terminal point as far as the Town of Chilliwack or Centreville.

17. The Company shall construct and equip a passenger steamship of not less than 150 feet in length, with a licensed capacity of not less than 150 first-class passengers per trip, and also to carry mails, fast freight and express matter between the Port of Sidney or other the terminal on Vancouver Island, and the point or port on the Mainland of British Columbia, at least two round trips per day from and after the time of the completion thereof. Such steamship shall have and shall be operated at an average speed of not less than eighteen knots per hour, and shall be constructed so as to be thoroughly seaworthy and capable of making the passage between the said ports in any weather.

18. The Company shall construct and equip a twin-screw ferry steamship capable of carrying ten laden freight cars of standard gauge and loan capacity of 30,000 lbs each, and maintain and operate the same between the said ports at least one round trip per day from and after the time of the completion thereof. Such ferry steamship shall have and shall be operated at an average speed of nine miles per hour, and shall be constructed so as to be thoroughly seaworthy and capable of making the passage between the ports or points aforesaid in any weather.

19. The Company shall at Sidney or other port of Vancouver Island and at its Coast terminal point or port on the Mainland of British Columbia acquire by purchase, lease or otherwise sufficient lands and tide lands, and shall build or provide and shall maintain and operate such wharves, docks, slips, sheds, warehouses and depots and, lay down such tracks and provide and maintain all such other buildings and terminal works as shall be necessary for the accommodation, transfer and transportation on and over the said railway of the Company of all classes of traffic, both freight and passenger.

20. The Company shall make traffic arrangements and enter into contracts with at least one of the transcontinental railways crossing the line of the said railway for an exchange of traffic and equipment, so that all traffic, both passenger and freight, may be carried over the railway of the company on the Mainland and the railway of the said transcontinental line without transferring traffic from the railway passenger coaches or freight cars respectively of the Company or of the said transcontinental railway respectively.

21. The Mayor for the time being of the City of Victoria shall, ex-officio, be a director of the Company so long as the Corporation shall hold any shares in the Company.

22. From and after the first day of September, 1901, the Company shall in the event of the City of Victoria being called upon to pay any interest upon the bonds of the Victoria & Sidney Railway under the By-law in aid of the Victoria & Sidney Railway Company finally adopted by the Municipal Council on the 20th day of July, 1892, indemnify and save harmless the Corporation from any and all such payments thereafter to become due and payable under and by virtue of the said By-law, and of and from all claims or demands in respect thereof.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals and the Corporation has caused its Corporate Seal to be hereunto affixed the day and year first above written.

And whereas, it is expedient and necessary to raise a sum of money for the purpose of subscribing as mentioned in the said Agreement, the sum of five hundred thousand dollars towards the capital of the Company and for that purpose to raise the sum of five hundred thousand dollars;

And whereas it will require the sum of thirty-two thousand eight hundred dollars ($32,800.00) to be raised annually by rate for payment of the new debt and interest;

And whereas the whole rateable land and improvements or real property of the said Corporation of the City of Victoria, according to the last revised Assessment Roll for the year 1899, is $13,907,814.;

And whereas it will require an annual rate of two mills and seven-eights of a mill in the dollar for paying such new debt and interest;

And whereas this By-law shall not be altered or repealed except with the consent of the Lieutenant-Governor-in-Council;

And whereas a Petition under section 69 of the "Municipal Clauses Act" has been presented to the Municipal Council signed by the owners of more than one-tenth of the value of the real property in the said City requesting the said Council to introduce a By-law with the hereinbefore recited objects:

Therefore the Municipal Council of the Corporation of the City of Victoria enacts as follows:

1. The said Agreement hereinbefore recited shall be and the same is hereby ratified and confirmed and the said Joseph A. Sayward, David Spencer, Frederick B. Pemberton, William Munsie and Clement E. Renouf and the Company to be hereafter formed by them are hereby authorized to exercise the right and power to pass over, across and along such streets and highways of the Corporation as the Company and the Corporation may deem most suitable for its purposes, and lying between the points mentioned in the said Agreement, and to operate the said railway under the conditions, provisions and restrictions (and not otherwise) in the said Agreement contained and such other regulations as are herein set forth.

2. It shall be lawful for the Mayor of the Corporation of the City of Victoria to borrow upon the credit of the said Corporation by way of Debentures hereinafter mentions, from any person or persons, body or bodies corporate, who may be willing to advance the same as a loan, a sum of money not exceeding in the whole the sum of five hundred thousand dollars ($500,000.00) currency (or Sterling money at the rate of four dollars and eighty-six and two-thirds cents to the one pound Sterling), and to cause all such sums so raised and received to be paid into the hands of the Treasurer of the said Corporation for the purpose of subscribing the said sum of five hundred thousand dollars to the Company, with the object and upon the conditions mentioned in the said Agreement.

3. It shall be lawful for the said Mayor to cause any number of Debentures to be made, executed and issued for such sums as may be required, not exceeding, however, the sum of five hundred thousand dollars ($500,000.00) either in currency or Sterling money (at the rate of four dollars and eighty-six and two-thirds cents to the one pound Sterling), as may be required, each of the said Debentures being of the amount of one thousand dollars or its Sterling equivalent, at the rate aforesaid, and all such Debentures shall be sealed with the seal of the Corporation and signed by the Mayor thereof.

4. The said Debentures shall bear date the first day of July, 1900, and shall be made payable in twenty-five years from the said date at such place either in Great Britain, the United States of America, or the Dominion of Canada, as may be designated thereon, and shall have attached to them coupons for the payment of interest and the signatures to the interest coupons may be either written, stamped, printed or lithographed.

5. The said Debentures shall bear interest at the rate of four per cent. per annum from the date thereof, which interest shall be payable half-yearly at such places either in Great Britain, the United States or the Dominion of Canada, as may be expressed in the Debentures and coupons.

6. It shall be lawful for the said Mayor to cause the said Debentures and the interest coupons, either or both, to be made payable at such place either in Great Britain, the United States of American or the Dominion of Canada, as may be desired.

7. For the purpose of raising annually a certain specific sum for the payment of the interest on the said Debentures during their currency, there shall be raised annually the sum of twenty thousand dollars, and for the purpose of raising annually a certain specific sum for the payment of the debt at maturity there shall be raised annually the sum of twelve thousand eight hundred dollars.

8. The said annual sums in the next preceding paragraphs mentioned shall be raised and levied in each year by a rate sufficient therefor on all the rateable land or improvements or real property in the Municipality of the said Corporation of the City of Victoria during the continuance of the said Debentures or any of them.

9. This By-law shall before the final passage thereof receive the assent of the electors of the said Corporation in the manner provided for by the Municipal Clauses Act and amendments thereto, and shall take effect on the first day of March, 1900.

10. This By-law may be cited as the "Victoria & Saanich Railway Extension and Loan By-law, 1900."

NOTICE.

Take notice that the above is a true copy of the proposed by-law upon which the vote of the municipality will be taken at the Public Market Building, Cormorant street, for the North, South and Central Wards, on Wednesday, the 28th day of February inst., and the poll will be kept open between the hours of 8 o'clock a.m., and 4 o'clock p.m., and that Wm. W. Northcott has been appointed the Returning Officer of the said vote.

WELLINGTON J. DOWLER,
City Clerk's Office, C. M. C.
Victoria, B.C., 15th February, 1900.

BOILERS AND STEAM PUMPS.

Tenders, properly sealed, endorsed and addressed to the undersigned, will be received up to 3 o'clock p.m. on Monday, 12th March prox., for 2 Steam Pumps and Fittings; also for 3 Boilers and Fittings; all to be fitted and fixed in place near the North Dairy Farm, about 3 miles from the City Hall, in accordance with specifications, which can be seen at the office of the undersigned. Certified cheque, payable to City Treasurer, equal to 5 per cent. of amount of tender, to accompany each tender.

The lowest or any tender not necessarily accepted.

WM. W. NORTHCOTT.
Purchasing Agent for the Corporation of the City of Victoria.
City Hall, Victoria, B.C.,
February 14th, 1900.

APPLICATIONS.

Applications, accompanied by testimonials, references, etc., will be received by the undersigned until Saturday, the 24th inst., at 1 p.m., for the position of

1 SERGEANT AND 4 CONSTABLES IN THE CITY POLICE FORCE.

Applicants must state age, height and weight.
By order of the Police Commissioners.
F. PAGE,
Secretary.

LODGES AND SOCIETIES.

SONS OF ENGLAND—Alexandra Lodge A.O.U.W., hall, 2nd and 4th Thursdays. J. G. Taylor, secretary.

THE WEATHER

Meteorological Office,
Victoria, Feb. 20.—8 p.m.

SYNOPSIS.

The atmospheric pressure conditions are very irregular in all directions and unsettled weather is the general result. A low area is passing to the northeast over Cassiar and Cariboo, and under its influence the high area in the Territories is fast disappearing. Temperatures have risen at almost all points on the Pacific Slope and rainy conditions have prevailed everywhere, a heavy fall of 1.42 inches being reported from North California.

TEMPERATURES.

	Min.	Max.
Victoria	41	48
New Westminster	36	44
Kamloops	28	40
Barkerville	16	36
Calgary	2	40
Winnipeg	4	12
Portland, Ore.	42	52
San Francisco	48	56

FORECASTS.

For 24 hours from 5 p.m. (Pacific time), Wednesday:

Victoria and Vicinity—Moderate winds; warmer; unsettled, with fair intervals and showers.

Lower Mainland—Warmer; unsettled, with rain.

VICTORIA DAILY RECORD.

Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon and 5 p.m.

TUESDAY, Feb. 20.

Deg.	Deg.
5 a.m. 43	Mean. 44
Noon. 44	Highest. 48
5 p.m. 45	Lowest. 41

The velocity and direction of the wind were as follows:

5 a.m. 7 miles south.
Noon. 8 miles north.
5 p.m. Calm.

Average state of weather—Partly fair, with showers.

Rain—.21 inch.

Sunshine—2 hours 48 minutes.

Barometer at noon—Observed. 29.814
Corrected. 29.836

NEW WESTMINSTER.

Barometer at 5 p.m.—Corrected. 29.78

PASSENGERS.

By steamer Islander from Vancouver:

Alex. Watson.	J. W. Scott.
Mrs. Watson.	Mrs. Scott.
C. A. Haynes.	J. W. McFarland.
Mrs. Fraser.	W. Farrell.
E. A. Marshall.	R. A. Rogers.
H. B. Jones.	A. G. McCarthey.
Mrs. G. B. Cross.	H. Burroughs.
A. St.G. Hammersley	J. J. Allen.
D. Taylor.	R. J. Hanna.

By steamer Victorian from the Sound:

G. N. Benson.	Miss L. Fraser.
J. Durgee.	H. Morrison.
G. H. Allen.	T. N. Marineau.
Mrs. Allen.	G. C. Sawyer.
H. E. Noble.	J. B. Morris.
Geo. Murbarger.	Mrs. J. A. Smith.
J. Shore.	F. Richards.
S. Cahn.	A. B. Hartley.
T. J. Watson.	J. Bronson.
Mrs. Burnett.	S. Neltzman.
Mrs. Smith.	Miss Belmont.
Miss Erickson.	Mrs. F. A. Ladd.
Miss G. Glover.	Mr. Anderson.
H. Byers.	H. L. Holden.
Mrs. Byers.	O. Peterson.
W. H. Still.	J. Linstrom.
Mrs. Still.	T. Carlson.
C. Morris.	E. H. Wood.
Miss Hill.	Mrs. Wood.
Miss Ross.	H. B. Peoples.

CONSIGNEES.

By steamer Victorian from the Sound:

F. R. Stewart.	T. R. McInnes.
Valo & Brooks.	J. C. Jackman.
Raymond & Sons.	Jay & Co.
D. H. Ross & Co.	R. L.
W. A. Jameson.	Shawnigan L. L. Co.

NOTICE TO MARINERS.

Information Regarding Telegraph Bay Given by the Marine and Fisheries Department.

The following notice to mariners has been issued by the marine and fisheries department:

The Cove immediately north of Cariboo head, on the southeast coast of Vancouver island, is known as Telegraph Cove, and as it is the site of a dynamite works, and a wharf has been built in it, a survey of it has been made by Capt. Walbran for the Canadian government, at the request of the Giant Powder Company of Victoria.

The wharf is on the east side of the cove. Its head is 90 feet long by 26 feet wide, and the depth alongside is ten feet. Its position is latitude north 48 degrees, 27 minutes and 53 seconds; longitude west 123 degrees, 17 minutes and 10 seconds.

The width of the cove, between the front of the wharf and the west shore, is 240 feet.

The fairway to the wharf is perfectly safe and free from danger, in moderate weather, if the precaution is taken before turning in for the wharf of keeping a distance of two and a half cables from the east point of the bay, the general approach, and not turning in for the wharf until the line of front of it is open, or the read brick chimney of works is well open westward of the largest reservoir. There is a dangerous rock, which dries at an extreme low water, usually marked by kelp, off the east entrance point of the cove. This rock and the surrounding kelp are avoided by following the above instructions. The west shore of the cove is steep-to and free from danger.

Vessels visiting the wharf should be able to turn round at the wharf before leaving; by so doing, the danger of being set on the rock, or the west shore, will be avoided.

There is a strong set of tide across the entrance of the cove which must be guarded against when making for the wharf.

This notice affects admiralty charts Nos. 2689 and 2840; and British Columbia Pilot, 1898, page 89.

STOP THAT COUGH

Some people say it will go away of its own accord; but after waiting a reasonable time find it will not do so without the assistance of a good specific.

We Can Recommend

Pulmonic Cough Cure

As a quick and reliable remedy for all throat and lung troubles.

HALL & CO.,

Dispensing Chemists,

Clarence Block, Cor. Yates and Douglas

The Voice of The People

Merits of Chilliwack Railway Proposal and Schemes of the Past.

Brotchie Ledge Light—The Patriotic Funds—The British in Africa.

THAT DEPOSIT.

Sir: Mr. W. H. Bone in Sunday morning's Colonist complains that the city council were lax in their duty in not compelling the promoters of the Victoria to Chilliwack railway project to deposit an amount sufficient to defray the expenses of the by-law, and instancing the treatment meted out to the Port Angeles ferry scheme promoters in this respect. Mr. Bone, I am afraid, is travelling a little "faster than his horses," for he does not know whether in the event of an agreement having been reached between the Angeles people and the council the deposit of which he complains would have been insisted upon by the council. However, the city council no doubt can justify their actions without any assistance from me.

But I may perhaps be permitted to point out that there is a very wide difference between the two propositions to which Mr. Bone refers.

In the first place the Port Angeles ferry scheme was a proposal from a certain number of American gentlemen who are desirous of pushing forward the construction of a line of railway from the city of Port Angeles, in the state of Washington, to connect with the Northern Pacific railway system at the first effective point, and subsequently to connect the city of Victoria with such railway by a modern fast steam ferry service. It was advanced that if the ratepayers elected to vote an annual subsidy it would secure the completion of the whole project and give to Victoria better railway connection. It may be that our city fathers were uncharitable enough to think that the greater benefits in this transaction were on the side of the promoters, and insisted on the deposit to which Mr. Bone refers. The Victoria-Chilliwack proposal is now before the people as a citizens' scheme from start to finish. Started at a meeting of business men on May 17, 1899, who appointed a committee to inquire into the practicability Committees' report adopted and endorsed by a business men's meeting at the Board of Trade rooms on September 20. Adopted at a public meeting at the city hall on September 28, and endorsed at meetings held subsequently at Victoria West, Johns Bros.' hall, and at Spring Ridge. Supported by a petition of Victoria's leading and influential ratepayers representing $2,750,000 of rateable property. Taking all these important facts into consideration and that it was a Victoria proposition may account for the fact that the city council did not insist on the deposit being made.

The action of the city council in demanding a deposit against the placing of a by-law is a departure from the custom which has heretofore prevailed—for instance, no such condition was insisted upon when an option was given on the James Bay mud flats.

I hope, Mr. Editor, you will permit me to remind the ratepayers that Wednesday, the 28th inst., is fixed for the voting on the Victoria-Chilliwack by-law, and to express the hope that a large and decisive vote will be polled. It is admitted on all sides that it will give Victoria an effective connection with the transcontinental railway systems now operating on the Mainland, and that such railway connection would be beneficial to Victoria. That this can be an accomplished fact depends entirely on the united efforts of our citizens. Let the vote be a large one. Let us show whether we have any faith in the future of our city.

There are many who are not satisfied with the conditions as they exist in this city to-day, and freely express themselves as to whether it would not be to their material advantage to throw in their lot with those who by united and concentrated efforts have succeeded in building up cities and securing trade which fifteen years ago would have scouted at as an impossibility.

We cannot but admit that these are facts are true. Is this city to forge ahead or stay still?. We cannot evade the question.

The ratepayers will have an opportunity on Wednesday, February 28, of answering it "yes or no."

C. E. RENOUF.

February 19, 1900.

Sir: Mr. Bone has pointed out in his letter to the Colonist the unfairness of the city council in allowing the by-law of the Chilliwack railway scheme to be placed before the people at the city's expense, while they exacted from the promoters of the Port Angeles proposition a guarantee of all expenses incurred by the city.

Why should the city council treat one body of men differently than that of the other?

Messrs. Renouf and Company, who are promoting the Chilliwack scheme, are just as wealthy and able to pay as those of the Port Angeles—and why make this discrimination?

If the city authorities have established a precedent, why not stick to it rather than show such partiality?

FAIR PLAY.

VICTORIA & CHILLIWACK RAILWAY SCHEME.

Sir: With respect to the by-law to be submitted to the ratepayers presumably to secure the connection of a railway from Victoria to Chilliwack and to aid such work in the sum of $500,000 of the ratepayers' money, I would ask if any intelligent man can come to a conclusion, after a careful analysis of the agreement made between the corporation and certain trustees, other than that an excellent opportunity is afforded for some one to profit to the extent of $500,000 and for the city to be out of pocket to that tune? Read the agreement. All that this precious document requires of the promoters before the city shall be liable for payment of $500,000 is that the company, when organized, shall have secured in some manner $300,000.

Section 2 of the agreement provides that immediately upon the formation of the company the city shall subscribe for $500,000 of its shares. The company then being in the position of having secured a guarantee that $500,000 will be paid into its coffers as soon as it has secured $300,000 proceed to obtain the $300,000 by an issue of debentures. A cash capital having thus been created of $800,000, the company are ready to commence operations.

It finds, however, that the first obligation insisted upon by the city, strangely enough, is that the Victoria and Sidney railway shall be acquired by some means. Until this is accomplished the other objects for which the company was formed are to remain in abeyance. Having $800,000 in hand the company may have no difficulty in purchasing this road, but it may exhaust all its resources in so doing; In the event of the company finding itself unable to raise further money it of course passes into the hands of a receiver. The debenture holders finally buy the assets for the amount of their debentures and the city is cut out.

The debenture holders will then own the Victoria & Sidney railway. The city will still have to pay its proportion of interest and be $500,000 a poorer corporation than before the by-law was submitted.

This is a forecast of what may take place should the ratepayers foolishly sanction the by-law, and I maintain that the disaster depicted is readered quite possible under the loose and unbusinesslike contract which has been made. The defenders and friends of this by-law will no doubt reply, "Oh, but the city will be a shareholder and have a voice in preventing such a catastrophe." Well, sir, although some attempt is made to safeguard the city in this way, anyone conversant with the promotion and organization of companies knows that the devil can be whipped round the stump in more ways than one.

Such things as "men of straw," "dummy shareholders" and "Stool pigeons" are still to be found when the wily promoter is in search of such articles.

In any case, no matter how the city may think itself protected it takes a year or more before a board of directors can be removed, during which time much mischief may be done.

If the city of Victoria must have a railway to Centreville in Chilliwack district, on the Fraser river, and feel that to secure this wonderful boon they can afford to spend $500,000, why in the name of common sense, don't they make a simple agreement to pay the amount when the railway is constructed and the ferry in operation?

Personally, I must that I see no advantage in building a railway to any point that can be reached at less cost by water.

VICTORIAN.

PATRIOTIC CONTRIBUTIONS.

Sir:—You say truly Saanichton (and others) can give points in the matter of practical patriotism to most other towns on the coast, and to judge by financial returns Victoria's loyalty has fizzled out with the two entertainments, which leave her in proportion to her wealth and importance about the bottom of the list, though as a matter of fact what we really want is a little more consolidation of the various patriotic elements and the opportunity to give to one definite and popular fund.

We hear, for instance, of subscriptions being sent to one or other of the Mansion House Funds, to the Canadian Patriotic Fund, or to give the latest Volunteers a little pocket money to blow in. Then we hear a rumor of a call to fit-out about $10,000 worth of Volunteers and someone else agitating a paternal government to fit-out 10,000 troops and so on ad nauseam.

Surely sir, instead of the various frantic endeavors to advertise some particular individuals or communities our patriotism as Canadians would be more permantly impressed on the outside world if we completed thoroughly what has been commenced by raising a genuinely Patriotic Fund that would meet all the expenses and liabilities occasioned on behalf of the troops already sent, thereby relieving the Imperial government of the cost of men, which, after all, were accepted more from sentiment than from actual necessity.

In order to carry this out let us invite all other cities to join with us in petitioning the Governor-General to enlarge the scope of the Canadian Patriotic Fund to meet this view, on the understanding that various provincial and civic governments, and public and private individuals throughout this prosperous Dominion are expected to give according to their means to create one grand fund, at the same time offering every facility by entertainments and otherwise to receive the poor man's dollar as well as the millionaire's check.

Under these circumstances we might well ask that all money so far subscribed to Mansion House Funds by Canada be turned over to our own fund.

LOYALIST.

THE BRITISH IN AFRICA.

Sir:—Many things have been said and written about England's war of aggression against the two South African Republics. This war, it has been stated again and again, is a war for gold—for the possession of the great mines of the Transvaal. Nothing could be further from the truth. It is a war for civilization, and for a market place.

This is the secret of Great Britain's war for imperialism. She points out that it is the mainspring of her colonial activity. Unlike Rome, unlike Madrid, unlike Paris, London asks little of her colonies. There is no Caesarian imperiousness in her domination, no Castillian rapaciousness in her conquests, and no Gallic mismanagement in her aggressions. All she demands is the open door, the unrestricted market, and the welcoming port. Commerce she knows is King, and where once the insidious tentacles of trade have closed about a colony there need be no further subjugation. Paper bonds in a home market make surer chains than encircling fortresses, and restless shuttles, the ocean liner and the locomotive, weave together an empire more closely than militarism and Maxims.

In this, perhaps lies the secret of England's success as a coloniser. While the end of the century sees France a colonial dyspeptic, Great Britain stands an opulent, well rounded and self-satisfied territorial gourmet, ready to pick her teeth over her next African meal.

In the first place it must be remembered that the gold mines of the Transvaal, for which England is now supposed to be fighting so mercenarily, are operated and practically owned by Anglo-Saxons. What England wants is not gold nor mines, but the right to do business, to go mining along with the Boers, side by side with them, but after all, the very human desire simply to do business at the old stand. Bonaparte was right when he called Britain a nation of shopkeepers. What she is struggling for in South Africa is precisely what she has been fighting for in Asia—the open door, the ordinary decencies and amenities of trade, a fair field and no favor in the commercial world. These things the Boers have long denied the Uitlanders, and by so doing have brought upon themselves a war that can have but one ultimate conclusion. Looking at these things superficially it seems cruel, perhaps, that blood should be spilled over them, but it is all reducible to that spirit of commercialism which drives one business man to the wall and at the same time enriches his brother. To sentimentalize over such things is as foolish as it is futile.

There is one great truth worth noting, it is the fact that all the dark continent that is habitable, and all that pays its way, as it were, is British territory. It did not pay at first it is true, but in the end John Bull made it do so, and left the other powers to scramble for its leavings. France gobbled up Sahara, and got nothing but a stomach full of sand for her trouble. Germany seized East Africa and has never made a dollar out of the bargain, for all she got was mostly a forbidding desert. Belgium pays $500,000 a year to keep her African colony out of bankruptcy. Portugal has malerial swamps on two coasts, and finds them costly possessions. The same is true of other powers; on the map they make a big show, but when it comes to cash they have to sigh regretfully.

But when ever you find a good harbor, or a navigable river, or a great inland lake, you will find the Union Jack somewhere about.

And yet England is not altogether satisfied. She feels the necessity of binding together in one Dominion all of her African possessions. Experience has taught her how best to do this, and it was this which made Cecil Rhodes, when he came forward as the promoter of the now famous and much talked of Cape-to-Cairo railway, the Napoleonic daring of the English people, both at home and abroad. The hopes of England were straightway pinned to that utopian dream of one long unbroken steel artery of commerce threading together her numerous scattered pearls of African possessions. Once build that road and the civilization as well as Anglicization of Africa might be said to have taken place.

But everything about South Africa just at the present time is swinging in the balance of fate. History is now busily a-making in that part of the world, and for the present moment even the Cape-to-Cairo railway is forgotten. The English find the very keystone of the airy arch of their African Empire threatened at the Cape, and until that vital stone in the imperial arch is secured, little can be done in other parts. But when the Rhodes railway once reaches Uganda a new era will dawn, not only for the lake country of the dark continent, but also for all Central Africa.

The development of that country will be on lines new to the world, for never before have a heathen and naked people been rushed into civilization by a ready-made railway that will stab to the heart their benighted heathenism. It will usher out the era of the camel caravan and the pack mule, and bring in its place the busy factory and the bustling railway station, the forerunner of liberty and civilization.

LOUIS LEWIS.

BROTCHIE LEDGE LIGHT.

Sir,—Referring to your article in yesterday's Colonist re Brotchie ledge light, I do not know that I am called upon to defend any aspersions made as to the power or character of the new temporary light established on Brotchie ledge beacon. I will, however, repeat that this light has been pronounced satisfactory by all the seafaring men who have spoken to me on the subject, Captain Rudlin included.

Returning from Vancouver by the Charmer last week my genial friend the Captain expressed himself as perfectly satisfied with the light, adding "all that is now required is a bell for foggy weather."

I fail to understand how my statement as published in last Thursday's Colonist can, by any stretch of imagination, be made to infer that it is not the intention of the department to carry out its original intention of fitting Brotchie ledge beacon with electrical apparatus to operate both light and fog-bell, as soon as practicable.

JAMES GAUDIN,
Agent M. & F. Dept.

Victoria, Feb. 19, 1900.

"PILOTS AND PILOTAGE."

Sir:—Your issue of the 17th instant, contained a letter over the non de plume of "Insurance," re Pilots and Pilotage, wherein the writer has made assertions regarding the qualifications, abilities and requirements of pilots.

With your kind permission, I will as briefly as possible endeavor to show "Insurance" that he is rather mistaken in some of his views. To his question "What has a pilot got to do with admiralty charts," his answer is "nothing." But I take exception to the inference he wishes drawn. As the maps in our schools give children the idea of the position of places on this sphere, so the use of charts must give the pilot the only correct means at his disposal for finding the correct magnetic bearings of headlands, islands, hills and mountains, which are almost continually employed to guide the ships safely past the hidden dangers that exist.

Then again take the soundings which cover the face of the chart to inform the mariner of the depth of water on which he is sailing, and which have taken the Imperial government with the survey vessels years and years to ascertain.

In the face of those facts, how, may I ask, is the candidate for pilot to qualify without the aid of the charts, and after having passed successfully the examination is it not advisable for him to refresh his memory from time to time by a careful study of them.

"Insurance" thinks that the pilots should know all the uncharted dangers. I don't; and I think many will agree with me in saying that should the pilot (which would be out of the question) keep continually employed a survey boat, dangers would still remain to be found by accident or not at all during our day. At present, when a rock or shoal is reported, the D. G. S. Quadra, or one of Her Majesty's ships proceeds to the locality and makes an examination, and if found, a "notice to mariners," with full particulars is given out, which our papers never fail to publish. The subsequent edition of charts covering the locality shows the new discoveries. And so I say, that the pilots should always be in touch with the admiralty charts and keep up with the latest prints.

Now, I would like to call the attention of "Insurance" to some of what I consider very important services the pilot can render to the master of the ship, even if we take it for granted that the charts are perfect.

For example, a pilot boards a steamer off Victoria, bound for Vancouver or Nanaimo and a mantle of fog hangs over the waters and enshrouds the land. Here is where the local knowledge of the pilot comes into full play. He knows the peculiarities of the tides, where they run faster than indicated, or slower, as the case may be, for we have the most extraordinary variety of tides in the Haro Straits and adjacent waters to be found in any part of the world. When abeam of certain openings the currents has a tendency to set the ship broad side, more or less, at different stages of the flood and ebb. The pilot must know these things and counteract the effects by deviating from his course if necessary.

Perchance the fog has lifted, or thinned for a moment, as often occurs, and the pilot catches a glimpse of a headland or some other known object, he knows that his calculations were correct, or where his error was, if any, and takes a new departure.

But should the fog remain too thick for him to catch a view of the land, the pilot then falls back on the use of the steam whistle, which, when sounded within a reasonable distance of the land gives an echo in return and the distance is determined by the number of seconds between the sound of the whistle and the echo. But this is not the only feature of the echo, for the different headlands give back different sounds and those sounds the pilots are familiar with. Consequently when he hears the echo he is satisfied as to the locality. Land in hazy weather takes unnatural shapes and it requires the accustomed life of the pilot or local navigator to meet those emergencies. I think I have sufficiently gone over the ground to convince even "Insurance" that he has been somewhat in error regarding the qualifications and duties of pilots. He certainly does not echo the opinions of practical shipping men.

WALLACE LANGLEY,
Master Mariner.

A SUGGESTION.

Sir:—I would suggest that one good way of relieving the overcrowding of the schools would be for parents who can afford it (and I think there are very few in Victoria who cannot) to send their children to some of the good private schools in the city, and in this way the poor taxpayer might be relieved of the burden of the High school. For the cost of the schools is a very heavy burden. Thanks to Mr. Musgrave for his letters.

B. J. M.

ON EVERY BOTTLE

Of Shiloh's Cough and Consumption Cure is this guarantee: "All we ask of you is to use two-thirds of the contents of this bottle faithfully, then if you can say you are not benefitted return the bottle to your Druggist and he may refund the price paid." Price 25 cts., 50 cts. and $1.00. All druggists.

RESPITE FOR MOLINEUX.

New York, Feb. 17.—In order that there might be no mistake and that Roland B. Molineux might not be killed before the court of appeals passes on his trial, Edward Chambers, one of the recorders in the office of the court of general sessions, went to Sing Sing and served upon Warden Johnson a certified copy of the notice of appeal in the poison case. As soon as the certified copy is placed in the warden's hands it acts as a stay of execution, so that Molineux cannot now be put to death until the upper courts have ruled on his case adversely.

ITCHING, BLEEDING PILES.

Mr. W. G. Phyall, proprietor Bodega Hotel, 36 Wellington street, East, Toronto, says:— "While living in Chicago I was in a terrible shape with itching and bleeding piles, I tried several of the best physicians and was burnt and tortured in various ways by their ereatment to no avail, besides spending a min of money to no purpose. Since coming to Toronto I learned of Dr. Chase's Ointment, I used but one box and have not been troubled with [illegible] any shape or form since."

BRIBERS' VAIN APPEALS.

Toronto, Feb. 19.—The decision of the elections court on the appeal by parties punished for giving and receiving bribes in connection with the election of Calder over John Dryden for South Ontario at the general provincial election of March, 1898, was given to-day, and the appeal was thrown out in every case.

When that tired feeling comes over you, drink Jesse Moore "AA" whiskey.

JOSHUA DAVIES

AUCTIONEER.

Unreserved Trade Sale

ON A LIBERAL CREDIT

—OF—

52 CRATES

White Granite And Assorted

EARTHENWARE,

From Messrs. Thomas Hughes & Son, Longport, Staffordshire.

TO BE SOLD BY

PUBLIC AUCTION

TO-DAY

AT 11 O'CLOCK A.M.

AT THE BOARD OF TRADE BUILDING

Where samples may be seen and catalogues had on application.

JOSHUA DAVIES,
Auctioneer.

To the Public of Victoria.

In view of the possible introduction of smallpox from the neighboring state of Washington, the Provincial Government has in contemplation the putting into force of "The Regulations of the Provincial Board of Health re Smallpox."

These "Regulations" give the Local Board of Health power to compel all persons who have not been vaccinated within the last 7 years to be vaccinated. In the opinion of the Local Board, the present circumstances do not indicate the enforcing of "compulsory vaccination," but for the purpose of safeguarding the public health the Board would earnestly advise all persons to whom these "Regulations" would apply to be at once vaccinated.

Any one unable to pay will be vaccinated free by any physician in Victoria. A supply of pure fresh bovine vaccine is now in the hands of all the physicians in the city.

I have the honor to be, etc.,

R. L. FRASER, M.D.,
Medical Health Officer.

Victoria, B.C., Jan. 31, 1900.

BRITISH EMPIRE MUTUAL LIFE ASSURANCE COMPANY,

HEAD OFFICE FOR CANADA; - MONTREAL.

ESTABLISHED OVER HALF A CENTURY.

Funds in Hand about $14,000,000.00 - Annual Income, over $2,000,000.00.

SPECIAL ADVANTAGES

MUTUAL ASSURANCE.
NO PROPRIETARY.
LIBERAL BONUSES EQUITABLY APPORTIONED.
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PREMIUMS LOWER THAN AVERAGE OF BRITISH LIFE OFFICES.
LARGE RESERVES.
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IMMEDIATE SETTLEMENT OF CLAIMS AT MONTREAL.
INVALID LIVES on Equitable Conditions.
FOREIGN TRAVEL & RESIDENCE (except in Unhealthy Climates) without extra Charge.
ADVANCES UPON PROPERTY REVERSIONS, &c. Reversions and Life Interest Purchased.
EARLY ASSURANCES on a Novel and Attractive Basis without Medical Examination, at exceptionally low Premiums.
LONG TERM ASSURANCES at very Low Premiums, with option of Continuance.
SIX PER CENT. INVESTMENT POLICIES.
LEASEHOLD AND SINKING FUND ASSURANCES.
DOWRY ASSURANCES.
OLD AGE PENSION.
TRANSVAAL WAR RISK COVERED.

W. A. WARD, GENERAL AGENT FOR BRITISH COLUMBIA, BANK OF MONTREAL BUILDING, VICTORIA, B.C.

THE LEADING PAPER.

The Colonist

Is the Pioneer Newspaper of British Columbia having been established in December, 1858.

IT has always occupied the leading place amongst the newspapers of the Province.

It has always been a clean, newsy, first-class family newspaper.

It furnishes all the telegraphic, political and local news.

It is regarded as one of the leading newspapers of Canada; and, considering the limited field that British Columbia furnishes for a daily newspaper, it is no empty boast to contend that **The Daily Colonist** produces the best newspaper in Canada.

Price Per Year, = = $6.00
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By Carrier to any part of the City and Suburbs, 20 cents per week.
(Postpaid to any part of Canada or the United States,)

The Semi-Weekly Colonist

Is a paper of eight pages, containing all the telegraphic, political and provincial news.

It is a first-class family newspaper.

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VICTORIA, B. C.

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THOMAS EARLE

IMPORTER Wholesale Grocer

A COMPLETE STOCK OF SEASONABLE GOODS.

92, 94 and 97 Wharf St. VICTORIA, B. C.

Best Chewing Tobaccos On the Market

Free Trade, Currency, Snowshoe

Manufactured by,

The EMPIRE TOBACCO CO.

Limited. GRANBY, QUE.

CITY ENGINEER WANTED

City of Rossland, B.C.

Applications for the position of City Engineer for the City of Rossland, B. C., will be received by the undersigned, up to March 10th, 1900. Salary $2,000 per year. Applicants to state qualifications, and enclose testimonials. A knowledge of Sewerage required.

WM. McQUEEN,
City Clerk.

Rossland, B.C., January 31st, 1900.

NOTICE OF DISSOLUTION.

Notice is hereby given that the partnership heretofore subsisting between us, the undersigned, as Coal and Wood Dealers, in the City of Victoria, has been this day dissolved by mutual consent. All debts owing to the said partnership are to be paid to James Baker, at Victoria aforesaid, and all claims against the said partnership are to be presented to the said James Baker, by whom the same will be settled.

Dated at Victoria, this 17th day of February, A.D. 1900.

WM. COLSTON.
JAMES BAKER.

Witness: E. E. Wootton.